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The China Mail

ESTABLISHED 1843

March 3, 1920 Temperature 55.

Rainfall 0.00 in.

Humidity 85.

March 3, 191, Temperature 84

No. 17,839.

三拜禮

號三月三年十二百九千一英

HONGKONG, WEDNESDAY, MARCH 3, 1920

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

BIG MINING PURCHASE.

New York, February 24.
A message from Sas, Manitoba says the International Nickel Company has purchased great sulphide and copper mines at Flin Flou for a million dollars.

AMERICAN RAILWAY TROUBLE.

WASHINGTON, February 24.
The Senate has adopted the Conference Committee's report on the Railway Bill, embodying legislation for the re-organization of railways when Federal control ceases. The Bill now goes before the President. Meetings of the Railroad Union Grievance Committee bitterly attacked the compromise on the Railroad Bill, many leaders advocating an appeal to President Wilson to veto the measure.

CAUSE OF HIGH PRICES.

AN AMERICAN REPORT.

WASHINGTON, February 24.
The annual report of the Federal Reserve Board says the granting of extensive credits for foreign trade, with the resultant keen competition in domestic markets with foreign buyers, constitutes one of the most potent causes of high prices. It opposes the financing of exports through banking operations when appeals should be made for such transactions to securities on the market; and states that about two billions out of America's trade balance of four billion dollars for the calendar year come under the heading of credit transactions with commercial banks.

SHIP CHIEF UNDER ARREST.

"KING OF SWINDLERS TAKEN."

Under these headlines, in enormous type, the San Francisco Chronicle of January 24 publishes the following.
Seattle, January 23.—Captain John F. Blain, former North Pacific district manager of the Emergency Fleet Corporation, was arrested late today following his indictment by a Federal jury on charges of having accepted secret commissions while he was identified with the Shipping Board in this section. He was later released under \$10,000 cash bail to appear for arraignment in the Federal Court Monday.

While the indictment of Captain Blain is the first definite action in the probe of alleged frauds in the Pacific Coast shipbuilding programme, it will be followed shortly by others involving Emergency Fleet Corporation officials and individuals in the Northwest, according to Walter C. Foster, special agent of the Department of Justice, who is in charge of the investigation. Cases of other officials will be presented to the Grand Jury when it reconvenes Tuesday, it was understood.

Two indictments were returned against Captain Blain. One indictment, which contains fifty counts, charges that while district manager of the Emergency Fleet Corporation, between August, 1917 and April, 1919, he was also agent for the Steward Davit and Equipment Corporation and was directly interested in the profits of the firm through sales of materials to equip Shipping Board vessels built in Washington and Oregon. The indictment further charges that he received secret commissions amounting to \$17,750 arising from contracts between the Government and the Steward Company.

The second indictment covers the same charges.

Captain Blain has been prominent in shipping circles on both the Atlantic and Pacific Coasts. At one time he was inspector of hulls and boilers in Boston, Mass. On the Pacific Coast he was master of the steamship Pennsylvania, chief officer of the Great Northern liner Minnesota and later assistant general manager of the Pacific Coast Steamship Company and manager of the International Stevedoring Company.

LEGISLATIVE COUNCIL.

The Legislative Council meets tomorrow at noon.

The Hon. Mr. H. E. Pollock, K. C. will ask the following question:—

Will the Government appoint a Committee for the purpose of reporting on the desirability of amending the Public Health and Buildings Ordinance, 1903, by reducing the height of storeys required in domestic buildings and thereby lessening the cost of such buildings?

The Orders of the day are:

Second reading of the Bill intituled An Ordinance to amend the Non-Ferrous Metal Industry Ordinance, 1919.

Second reading of the Bill intituled An Ordinance to amend the Banking Business (Prohibited Control) Ordinance, 1914.

Second reading of the Bill intituled An Ordinance to amend the Liquor Consolidation Ordinance, 1911.

FINANCIAL STUDIES.

COMPANY "MESSAGERIES MARITIMES."

The Company "Messageries Maritimes" will soon proceed to the most important treasury operation it has ever made. It will increase its capital from 45 to 100 millions. The details of the subscription are still unknown, but we may state that the old shareholders will obtain much benefit in this operation.

The new increase of capital will be used for buying new steamers; this is considered a very necessary method, as the fleet of the Messageries Maritimes has suffered a great deal from the submarine warfare.

At present, the postal fleet of the Messageries Maritimes only counts four steamers of more than 10,000 tons, and of recent construction. These are the "Paul Lecat," at present in our harbour, the "Andre Lebon," that had a very narrow escape two years ago, the "Sphinx," that has just made a record of 28 days from Haiphong to Marseilles, and the "Porthos." The other steamers of the company are rather old, fifteen of them counting more than twenty years of age.

This is a good time for the increase in capital planned as the shares and stocks of maritime navigation are very popular at present with capitalists.

The biggest liners will be placed on the Marseilles-Hongkong-Shanghai-Kobe run, on the Bordeaux-South America run, and on the Australian and Senegal run.

The company receives a subvention from the Government for carrying the mail to these countries. It is strange to say that in spite of the steamers lost during the war the results obtained during that time were exceptionally good, thanks to the increase in the rate of freight.

It is satisfactory to know that we are at present only 31 days' distance from Marseilles, which shortens considerably the distance to London.

At the time when Genoa was under German influence, there were many strikes in Marseilles thanks to German bribery. Now that it is becoming a Swiss harbour, Marseilles expects to make a clean competition with the rival port. Its prosperity is closely bound to the future of the Messageries Maritimes.

FREE LODGINGS.

A Eurasian lad named James Lee and another boy, were this morning charged before Mr. Smith with being in the City Hall Library after closing hours. Lee said they went there to sleep. He was a past pupil of Diocesan School, and had been for sometime an apprentice at the Kowloon docks. The \$3 he earned was insufficient to keep himself, and being unable to rent a house, he went to the library to sleep. He said he knew the library staff. It was stated by the prosecution that the defendants were found in the room where old newspapers were kept. Nothing was stolen from the room. His Worship discharged the defendants with a caution.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

HAVAS REVIEW.

PARIS, Feb. 26.

A Havas message says:—
A minor Labour dispute has developed to cause a general strike on the Paris-Lyon-Mediterranean Railway. Measures are being taken by the Railway companies to ensure the safety of the permanent way. Provision trains are expected as usual.
The engine of a train from Marseilles carrying the Indian mail for England bore the inscription "Traveling by permission of the Railway-men's Union."

FEDERAL RESERVE LAW.

WASHINGTON, February 25th.
Senator McClellan, Chairman of the Senate Banking Committee, has introduced two amendments to the Federal Reserve Law designed to carry out the Board's recommendations in the annual report. One of these would permit the equalization of rediscount rates and charges of National Banks, State Banks and Trust companies, and the other would authorize the Federal Reserve Board to establish graduated rates of discount on a basis of amount of rediscount accommodations granted by the Federal Reserve Bank to the borrowing Bank.

PEACE TREATY IN AMERICA.

WASHINGTON, February 25th.
The Republicans have announced their intention of bringing up the Peace Treaty before the Senate on February 28th and hope to obtain its continuous consideration and the resultant ratification of the Republican reservation.
They claim that 33 Democratic Senators are willing to accept, unaltered, their reservations.
Democratic leaders, however, say that the Republicans are exaggerating.
Senator Hitchcock denied the report that he was approached by the Democrats in the Senate with a proposal to participate in a caucus of Democratic Senators with the object of arranging uniform action on the reservations.

AMERICAN RAILROAD BILL.

WASHINGTON, February 25th.
As regards the compromise on the Railroad Bill, Mr. Hampton, Director of Farmers' National Council, has written to President Wilson asking him to veto the Bill.

SERIOUS SHIPYARD FIRE.

New York, February 25th.
A serious fire broke out in Messrs. Jacobs' shipyard in City Island and the shifting wind helped it to spread. The yacht *Siamore* and *Venture* were saved, but several other yachts were burned.

ROME-TO-TOKIO FLIGHT.

Rome, February 24th.
The last four aeroplanes participating in the Rome-to-Tokio flight arrived at Genoa and will leave at the end of this week. Captain Gerdano commands the squadron.
All the other aeroplanes are at Aleppo, awaiting favourable weather.

NEW AMERICAN MINISTER AT PEKING.

WASHINGTON, February 24th.
The correspondent of the Associated Press understands that Mr. Charles R. Crane, of Chicago, who was director of the National Bank of the Republic, will succeed Dr. Reisch as Minister to China. Mr. Crane was appointed to the same post in 1909, but resigned before assuming duties.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS"]

SIR JOHN JORDAN'S DEPARTURE.

Peking, February 23rd.
Sir John Jordan departed this morning from Peking after forty-three years' service in the Far East. Guards of honour of British, Chinese, American, French, Italian, Dutch, and Japanese troops lined the platform. Representatives of the President and the Premier were present, also Admiral Saito and other Cabinet Ministers and Diplomats. There were also a large number of Britishers present. The band played "Auld Lang Syne" and Sir John Jordan was visibly touched.

PREMIER SENDS IN HIS RESIGNATION.

The Premier has tendered his resignation which has not yet been accepted.

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DEATH.
 MYERS.—At Pagoda Anchorage, on February 28, William Wykeham Myers, M.B.C.M. Aged 74 years.

The China Mail.
 "TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, MARCH 3, 1920.

SMALL NOTES.

A prominent business man called at the China Mail office yesterday to show us the new five and ten-cent notes just issued by the Macao government. The neighbouring colony appears to have been sharing with us the inconvenience of a temporary shortage of subsidiary coins, and these little notes represent the Portuguese method of solving the problem. Our visitor suggested that the China Mail should advocate an issue of similar notes of small denominations here. He referred to the numerous prosecutions of Chinese for exporting subsidiary silver hence, remarked that many of these cases seemed very hard, and evoked sympathy for the poor people mulcted of their paltry savings, and that an issue of small notes would at least do away with this particular trouble.

We remarked that the subject is much bigger, much more complex than that, but that we would think it over.

Monkeying with currency is always a dangerous business. Bradbury at Home represent rapid ruin. Paper money must always be suspiciously regarded. Down at Singapore they issued these small notes, and our general recollection is that they did not obtain popularity. The local banks are understood to be antipathetic toward notes of small denomination. They involve too much book work. That should not influence us, or them, if the proposal were clearly for the public benefit.

Is it? We don't know. We solicit expressions of public opinion. What do you know about it?

Presumably the high price of silver operates against a further issue of subsidiary coins, even were there any inclination to make such issue. It is not so long since that we were supposed to have a plethora. Small silver was at a serious discount. The Chamber of Commerce would not want a repetition of those conditions. But presumably the present premium on small change is likewise bad for business. The ideal is plain enough. We want to have just enough in circulation, and

Chinese will not allow that. The nearness of China leads to an ebb and flow that upsets our calculations. The prosecutions mentioned by our caller represent the official desire and device to check the ebbing. Possibly small notes, as this business man thinks, would better serve the purpose. We don't know. It is a complicated problem. We don't know that anybody knows, although we are well aware that we have men in our midst who pretend and claim that they know. We are willing and ready to listen to them. Ought we to follow the example of Macao and Singapore? The China Mail at present is benevolently neutral. This impartiality is firmly based upon a conviction of ignorance. We want more light, more information. From the point of view of public convenience, we suspect that such notes would be just as convenient as the coins they represent. One could carry ten dollars worth of cash and cumsum money where we now carry at most one. And one could then afford to light one's cigar with a banknote, an ambition at present sternly repressed. Our reporters will in the meanwhile be gleaming opinions on the subject more weighty than ours.

ADVERSARIA.

"The paper that gets things done" has now decided to take a hand in the weather. The Clerk of the Weather Must Go. Watch for an early improvement.

Whatever we HOUSING PROBLEM may think of AT VLADIVOSTOK, those drafted Bolsheviks, we have got to give them credit for tackling the housing problem. They have found a solution at Vladivostok, whereas here we have not so much as tried.

We have all OFFICIAL DENIAL, along sturdily held that there is no risk of the Chinese being infected by Bolshevism. Any Chinese in the Red Army we considered to be hirelings whom any body could hire. Now that an official denial has appeared, we hesitate. Doubt insinuates itself, and harrows us. Whenever any government denies anything, we smell a rat. During the last few years experience has shown that such denials indicate opposite facts. Qui se excusat accusat is peculiarly true of authorities.

We have not seen it NO MEDALS, anywhere that anybody in a position to do so tried to get medals for the Defence Corps. Was any

attempt made, any representations sent forward? The obvious retort has now been made to the official announcement that service in Hongkong is not to count. That which does not count is presumably valueless. Why, enrol, therefore, in a useless body? logically asks a logician in a contemporary. It is quite well understood that the local pandrums hope to use as an argument for conscription the fact that the response to the volunteer invitation was so poor. What use will they make of the "no medals" announcement?

It is interesting to NEWSPAPERMEN, note that the Hongkong police desire to deport three newspapermen, an editor, a manager, and a collector, as they consider them undesirable. Why stop at three? All newspapermen are undesirable. Deport the lot. What have our Chinese conferees been up to? Presumably we shall learn shortly.

As we understand it, these men will not come before a public tribunal again. The Secretary for Chinese Affairs will make his report and the Governor in Council will decide whether these men are to be deported or not. If their offence consists of polemical publication, political intrigue, etc., a thing which has hitherto been given sanctuary under our flag, if again, they have been exercising the freedom of the Press that is so dear (or used to be) to Englishmen, a public trial would seem more suitable than these Star Chamber methods. How do you feel about it? Disinterested? Only Chinese? All right. If that is how you feel about it, we are not going to worry you, or the Government. But why did we ever trouble to win that War?

When the dozen aero-planes arrive this month on the Dacre Castle, and those Curtiss biplanes take the air together for the flight to Macao—the home of the Far Eastern Aerial Transport Company—it will be some covey, what? Little old Hongkong will rub its eyes, then. We beg the Hongkong Government not to shoot. These newfangled things are annoying, but it looks as if we will have to get used to them.

They do seem excited WAIT AND SEE. At Home over the return of Papa Asquith to Parliament, don't they? The King ought to have commanded another two minutes of reverent silence, seeing that the occurrence "will definitely affect the trend of domestic and world politics." How jealous the Kaiser must be. But perhaps all this fuss wasn't warranted. Wait and see.

LOCAL AND GENERAL.

Today's dollar is worth 5s. 7½d.

Sir John Jordan says that British interests in China are holding their own. The "Interests" in Hongkong are holding ours too.

Cargo by the s.s. "Tenyo Maru" if undelivered after to-morrow, is subject to storage charges. Goods will be examined to-morrow at 11 a.m.

A meeting of the Sanitary Board was held last evening, presided over by Dr. A. Gibson. The business was of a formal nature. There is nothing to report.

Mr. Freeborn, lecturer in History at the Hongkong University, is expected on the 10th of March on the steamer "Pelee" of the Blue Funnel Line.

Tea dances take place at the Repulse Bay Hotel this afternoon and on Saturday. A dinner dance is also fixed for Saturday and orchestral concerts on Sunday.

"Pay Pay" O'Connor says that Colonel John Ward M.P., is by no means a coy little violet that blushes unseen. So long as he does blush, that's something.

Winston Churchill says the war has transformed us into a sphere from every point of view infinitely lower. Himself excepted—for him descent was not easy.

Rehearsals for the singing of Harvey Gaul's "By faith alone" on Good Friday, commence in the Cathedral to-morrow at 6 p.m. Mr. Denman Fuller will be glad to hear from any willing to assist, at once.

B. NISHEE RETURNS.

A Chinese youth who was in October banished from the Colony for ten years, was found in the Colony yesterday and arrested. This morning he was charged before Mr. Smith with returning from banishment, and said he came back to raise some money from his relatives to start business in the country. He was sentenced to one year's hard labour and 4-hour's stocks.

LABOUR CORPS OFFICERS' PAY.

THE FACTS.

There have been a number of statements made lately (most of them incorrect) as to the pay and conditions of the officers attached to the Labour Corps who are now in Hongkong awaiting passages Home. It would also appear that even those who have the ear of the House of Commons are not correctly informed on the matter for a Reuters telegram, yesterday, stated that a question had been asked in the House as to the men being left "stranded" in Shanghai. There is no question of these officers being "stranded." Indeed, they appeared to be remarkably fat and cheerful when seen by a China Mail man yesterday, but that is the more to their credit for some of them certainly have a grievance that should be remedied forthwith. The whole cause of the trouble is the high rate of exchange, the same old bone of contention that the China Mail picked clean with regard to regular troops stationed in Hongkong. Here is the position—A Lieutenant gets sixteen shillings per day, paid at current rates of exchange. Some of the gentlemen are quartered in barracks and get allowances of \$3.80 per day. Other men are billeted in the local hotels and get allowances \$5.71 per day. Now, the charges at the Peak Hotel are \$7 per day (and an officer ordered to billet there has no option), so that he has a balance on the wrong side at the end of the month if he has a bottle of ginger pop at dinner and in any case the pay, as it works out for even those in barracks, is something in the nature of school-boy pocket money. It has to be remembered that the majority of these officers, before the war were earning anything between £4 and £8 per week in civil life and it therefore cannot be wondered that they grouse when they have to consider whether they cannot afford a 60 cent hair cut. The officers blame the Home authorities for not making due allowance for the high rate of exchange and consider that they have been badly let down. In the meantime those who are out of pocket on actual living expenses have to kick up a dust and are subject to humiliating arguments when settling day comes. It would appear that these officers have to leave a trail of unpaid hotel bills behind them on their way back home, and more, that the hotel proprietor eventually gets his money from the government, and is satisfied, but the officer is disgraced. If the local Government cannot do anything without "asking" the S.O.S. messengers, surely some of the wealthy citizens could give the stain off Hongkong's pretty dirty slate. Then, of course, would come the question as to whether the officers would accept anything in the nature of charity. The answer, is of course "no." Then it comes back to the Government to pay its servants, (in this case military) a fair salary for services rendered.

The N.C. Daily News of Feb. 25 had the following. China Mail readers know that the men arrived here, and were still grumbling.

British residents in Shanghai will learn with satisfaction that the representations we made last week against the position of officers passing through here have had a salutary effect. In two respects at least the situation has been remedied, but it is necessary to point out that from the financial aspect the officers will still be sufferers by reason of the high exchange of the dollar.

The action which has now been taken is, we understand, at the instance of the Hongkong military authorities. We learned yesterday that they had issued instructions that their representatives in Shanghai should advance the money necessary to meet the hotel bills of the officers here. It will be remembered that these came to \$7 a day, and to meet this officers received an allowance of \$5.40 for the first eight days and \$2.50 thereafter.

Furthermore passages have been secured for the officers as far as Hongkong, and today they are leaving aboard the Pushimi Maru. This is a step in the right direction, for at Hongkong there ought to be military accommodation for them, and there is a Command Paymaster who is able to make advances of pay to them necessary for their incidental expenses. We take it that this will be done with other officers whose duties have brought them to China, as it is manifestly unfair to leave them in a place like Shanghai where it is impossible for them to obtain any of their pay.

A FINANCIAL LOSS.

The worst part of the situation now is that the military authorities have not done more than make an advance of money to meet the hotel bills. In other words they are lending money which will have to be repaid by the officers later on.

It was perhaps no great hardship in Europe, where at the most the difference between the army allowance and the actual charge was only a franc or two, that this should come out of the principal may have been. Here, however, it amounts in some cases to more than the actual daily pay of an officer—a lieutenant for instance. If he happens to be married it represents a process of bankrupting him.

ARMS CASES.

A Chinese was this morning charged before Mr. Irving with the unlawful possession of an automatic pistol and 21 rounds of ammunition.

Mr. E. J. Grist who appeared for the defence pleaded guilty, but asked for leniency. He said a small fine would meet the case. His client was servant to a Kwangsi man surnamed Wong, and was sent by his master with all his furniture and luggage to Hongkong, where the master intends taking up his abode. The defendant knew nothing of the contents of the wardrobe in which the contraband was found. Counsel said the fact that the wardrobe was not locked, proved that there was no intent to smuggle. He submitted it was want of knowledge on the part of the master which led him to put the pistol in the wardrobe. Counsel said the Inspector would agree with him that there was no criminal intent.

Inspector Kent said the defendant was found in Leyton Hill Road, where he was in charge of a quantity of furniture. Acting on information received, the Police searched the furniture and in a drawer in the wardrobe the pistol was found, fully loaded. In the holster of the pistol other ammunition was found. The defendant denied all knowledge of the contraband, but assumed responsibility because he was in charge of the furniture. His master was, according to him, a military officer in Canton. He (the Inspector) thought that as such, the defendant's master should know it was not allowed to bring arms into the Colony. However, he did not propose to press the charge, as the defendant might be genuinely ignorant of the contents of the luggage and furniture.

His Worship fined the defendant \$25 and ordered the pistol and ammunition to be confiscated.

A Chinese who returned from America on the s.s. "Nile," was this morning charged before Mr. N. L. Smith with the unlawful possession of a revolver and 10 rounds of ammunition. Mr. M. H. Turner appeared for the defence and said the box in which the contraband was found, did not belong to his client. A constable said he went on board the "Nile" yesterday to search passengers' luggage. When he came to the box in which the revolver and ammunition were found, he asked whose it was, and the defendant said it belonged to him. The contraband was found in boxes of raisins. The box did not have any label on it. All the defendant's luggage had his name on it. The defendant was discharged, and the arms and ammunition ordered to be confiscated.

Another Chinese who was charged with the unlawful possession of a revolver which was found tied round his thigh, admitted the offence, and offered no excuse. He was fined \$100, and the revolver was confiscated.

A third Chinese, also a passenger on the "Nile," was next charged with the possession of a revolver and several rounds of ammunition which were found concealed in his box. He said he did not know local regulations. \$250 fine, and the contraband confiscated.

BILLIARD CHAMPIONSHIP.

A match in connection with the competition for the Billiard Championship of the Colony was played at the V.R.C. last night, between P. A. Yvanovitch and E. Guimaraes. Yvanovitch was in excellent form and played very consistently from the start. With every visit to the table, his score leaped up appreciably. Guimaraes, who has just recovered from an illness, was not in form, and was soon left far behind by his opponent who put up breaks of 36, 38, 44, 48 and 58. Soon after Yvanovitch had reached the 200 mark, Guimaraes made extra efforts, and by the time his opponent had scored 245, he had succeeded in wiping out a good portion of the lead and was 97 points behind. Yvanovitch retained the lead and by careful play gradually increased it, winning eventually by 205 points. The scores were: Yvanovitch, 500; Guimaraes, 295.

The second round of the competition will commence on Monday when Yvanovitch meets Parkes.

We can quite understand that the authorities in Hongkong may not have the power to do more than they have done—it is almost certain that they have not. In view of the abnormal position here, this matter which has been the subject of representations to Home in connection with other branches of the services more than once, requires to be forcibly, publicly and continuously impressed upon Whitehall, otherwise it will never be put to rights.

DESPONDENCY DUE TO CONSTIPATION.

WOMEN often in one nervous and despondent. When this is due to constipation it is easily corrected by taking an occasional dose of Chamberlain's Tablets. These little pills are taken and pleasant in effect. For sale by all Chemists and Storekeepers.

ABERDEEN FIRE ENQUIRY.

Mr. N. L. Smith yesterday afternoon held an enquiry into the circumstances attending the fire which recently broke out on the main street at Aberdeen, destroying thirty houses, and damaging six others.

Mr. E. J. Lewis appeared for the Yuen Shing Insurance Co., with which most of the gutted houses were insured, including No. 87, the gutting of which is a mystery. Mr. A. H. Crew watched the proceedings in the interest of the Tai Wai Tong and the Fung Kee Arms, occupiers of Nos. 56 and 87, respectively.

Mr. Lewis said that with the exception of No. 87, the circumstances of the gutting of which required some explanation, as it was separated from the other gutted houses by four other houses which the flames did not reach, the fire was purely accidental.

A witness living at No. 56 said he did the cooking in the kitchen of No. 344. He was playing cards at 3 a.m. on February 21 when he heard a commotion in the street and the blowing of Police whistles. He went out to investigate and, seeing flames issuing from the first floor of No. 544, returned to his shop to wake his folks and get the account books.

Answering Mr. Lewis witness said he could not suggest the cause of the fire.

The owner of houses Nos. 544, 55, 56, 57, 59, 61, and 63, which were also affected, said the ground floor of No. 544 was used to store crockery and bamboo ware. Prior to the fire the last occasion on which the godown was opened was between 7 and 8 p.m. on the 19th. There was a good deal of cracker-firing on the 20th, Chinese New Year. It was possible that some of the crackers had got into the godown and set the premises ablaze.

Cross-examined by Mr. Lewis, witness said the whole village was awakened when the fire commenced.

Mr. Lewis said on one side of the street the fire started in house No. 544 and spread to No. 74 and on the other side from No. 55 to No. 77. Houses Nos. 79 to 85 escaped. Another fire started at No. 87 and spread to No. 91. All the houses were gutted.

A cook of No. 56 said he was worshipping joss at 3 a.m. on the 21st. His house was separated from No. 544 by a wooden partition. A kerosene lamp hanging on a wall in the kitchen was still burning when he went to bed. There was no inflammable stuff in the kitchen.

Mr. Arthur Lane, Assistant Superintendent of the Central Fire Department, said that in consequence of a telephone message he with twenty men proceeded to Aberdeen on a fire boat, arriving there at 3.45 a.m. Both sides of the road were ablaze. He at first tried to check the fire at the southern end and to isolate it. Later he took two lines of hose round the northern end and played on both sides of the road. He did not notice any independent fire at the time. It must have broken out before the arrival of the fire boat.

Answering Mr. Lewis, Mr. Lane said that if there were woodworks on the roofs of the intervening houses he would expect them to be scorched before No. 87 caught fire, but it was not extraordinary if they remained intact. Such a thing happened always in a fire of that nature. The development of a fire caused by sparks falling through an opening into a house depended to a great extent upon the nature of its contents. The fire burned rapidly in house No. 87.

The enquiry was adjourned until Friday afternoon.

DEATH OF MR. A. F. DINIZ.

We regret to record the death of Mr. A. F. Diniz, a prominent and respected member of the Portuguese community in Shanghai, which occurred on Feb. 25. Age 77 years.

Mr. Diniz was born in Macao as long ago as 1843 and was educated at the Jesuit College there. At the age of 18 years he went to sea, and his experience of a hand-to-hand fight with the pirates who infested the South China coast in those days induced him to resign the life of a sailor and take up work ashore, with mercantile firms. He arrived in Shanghai in 1861, and in 1873 joined the Chartered Bank of India Australia and China, in whose service he remained for 45 years, eventually holding the position of chief clerk of his department, until a couple of years ago, when he retired from active work.

The late Mr. Diniz was an able writer and over the non des plume of "A Portuguese" often championed the cause of his countrymen, when required. He was also a contributor to many Portuguese newspapers and the literary merit of his contributions met with much appreciation.

He leaves a widow, four sons and seven daughters, two of the latter being nuns of the Order of Dame des Auxiliaries and one of the Order of St. Paul Charles, in Saigon.

Spend your Prayers for WALLA WALLA Launch.

NEW SOLICITORS.

TWO ADMISSIONS THIS MORNING.

In the Supreme Court this morning before the Chief Justice, Mr. Justice Gompertz, the Attorney-General, Hon. Mr. J. H. Kemp, K.C., moved for the enrolment and admission to practice in the Court of two new solicitors—Messrs. Frederick Edmund Nash and Thomas Rowan, L.L.B. (London).

On the first motion the Attorney-General said Mr. Nash was articled in London and passed his preliminary examination in May 1915. He joined H.M. forces being mentioned for valuable services in 1917 and demobilised in March 1919. In October 1919 he passed his final examination with first class honours and was awarded the Clifford's Inn prize, which was a very high distinction. Mr. Nash came to the Colony in January, having given notice in October to the Law Society and the Registrar of his intention to apply for admission but he was unaware of certain formalities required and he had not got a certificate showing that his certificate was still valid and in force or certificates of character from two practitioners in England. He had taken steps to obtain these documents and examination was asked on these two points subject to the documents being produced later. The Law Society did not agree to waive the formalities but they did not oppose admission.

His Lordship: They are not represented?

The Attorney-General: No. His Lordship: There are affidavits by two solicitors of this Court and a gentleman of the Colony who is not a solicitor.

The Attorney-General: I ask you to admit him and to grant him exemption.

His Lordship: I see he specifically asks for it and undertakes to file the documents later. What time would you suggest? A period of six months? The mails are very irregular.

The Attorney-General: Yes. His Lordship: Power is given by Section 6 of the Amending Ordinance. Mr. Nash, I have very much pleasure in admitting you to be enrolled as a solicitor and proctor of this Court and I hope your career may be both pleasant and profitable. I will make the exemption your ask for on condition that the missing documents are filed within a period of six months.

With regard to Mr. Rowan, the Attorney-General said he was articled in London and was admitted as a solicitor in England on June 4, 1919. At the solicitor's final examination in that year he obtained honours. He was also a Bachelor of Laws of the University of London and in the examination for the L.B., he obtained honours. Mr. Rowan had satisfied all the requirements excepting one and that was the certificate that his certificate of admission was still valid and in force. Mr. Rowan had taken steps to obtain that certificate and asked for exemption for six months.

His Lordship: Mr. Rowan, I have much pleasure in admitting you to practice as a solicitor in the Court. The admission will be subject to the filing of the missing certificate within six months. I trust your career may be both pleasurable and profitable to yourself.

Mr. Nash is joining Mr. G. R. Hayward and Mr. Rowan Mr. J. H. Gardiner.

THE UNIVERSITY.

NEW VICE-CHANCELLOR WANTED.

The China Mail is now able definitely to announce that Sir Denison Ross has withdrawn his acceptance of the Vice-Chancellorship of the Hongkong University. This confirms the shrewd guess of our leader-writer that the true explanation of the telegram which "came as a bomb-shell" to the "Varsity" officials was that he had been human enough to change his mind. The matter of a Vice-Chancellor has now been left in abeyance until the Hon. Dr. Severn gets home when he will probably select a successor to Sir Charles Eliot.

A special congregation is to be held on Sunday at 4 p.m. but the name of the recipient of the degree is not yet available.

ORGAN RECITAL.

As will be seen from our advertisements Mr. Denman Fuller is giving his first recital since his return in St. John's Cathedral on Monday next at 6 p.m. The programme cannot be said to be lacking in either variety or attractiveness for it contains some of the best of both the old and modern schools. Bach is represented by his magnificent Fantasia and Fugue in G minor, Greig by his fine but little known Hylning, March and of Sigurd Jorsalfar and the popular writer—Wolstenholme—by a new work. Amongst other pieces Mr. Denman Fuller will play in response to several requests Lemmens' dramatic The Storm.

LAOU KUNG MOW
COTTON.

A-SATISFACTORY YEAR.

The twenty-sixth ordinary general meeting of the Laou Kung Mow Cotton Spinning & Weaving Co., Ltd., was held at Shanghai on February 26. There were present: Mr. E. C. Pearce, Chairman, Messrs. C. M. Bain, E. I. Ezra, Chung Liang-yu, K. Yehara, directors, and Messrs. H. W. P. McMeekin, H. E. Campbell, E. Lester Arnold, H. P. Wilkinson, Nang Kung-mow, H. Tomono, J. Prentice, shareholders. In all 4,648 shares were represented.

The Secretary having read the notice convening the meeting and the auditors' report, the chairman said: "Gentlemen.—The report and accounts having been in your hands for some few days, we will with your permission adopt our usual procedure and take them as read."

The year's working of your mill has proved exceedingly satisfactory and it is with great pleasure that your board have to submit for your approval to-day a report, the result of which exceeds their most sanguine hopes, the profits for year, Tls. 899,383.24, being more than the capital of the company.

Your mill has been worked to its utmost capacity throughout the year and both your yarn and cloth have met with a ready sale; in fact right up to the last two months of the year our production has been cleared almost as soon as it has been manufactured. We have experienced a certain amount of labour trouble during the year and our output has suffered to some extent in consequence. The cost of labour has advanced from 12 to 25 per cent. and this increase we have had to meet, but taking the year as a whole your Board are satisfied with the general working of the mill, reflecting as it does great credit on the management and on those responsible for the supervision of labour as well as the upkeep of your machinery and plant.

As shown in your report, your Directors recommend the balance of Tls. 899,383.24 be dealt with as follows:—

Tls.	Tls.
To pay a dividend of Tls. 50 per share on 8,000 shares.	400,000.00
To place to de-precia-tion of Millbuildings	40,107.00
To place to de-precia-tion of Plant & Machinery	105,198.84
To place to de-precia-tion of Weaving Machinery	20,970.32
To place to de-precia-tion of Land improve-ments	5,000.00
To place to de-precia-tion of Furniture	1,307.64
To develop-ment reserve	150,000.00
To Dividend Reserve	80,000.00
To Bonus to Foreign Staff	4,500.00
To Donation to Disabled Sol-diers' Fund	3,500.00
To St. Luke's Hos-pital	1,500.00
To Shantung Road Hos-pital	1,500.00
To General Managers commission on profits	83,241.37
To carry for-ward to a new account.	2,558.07
Tls. 899,383.24	

In asking you to approve of this apportionment, your Board considers that a dividend of 50 per cent. a fair return on the capital invested in the business, inasmuch as they think that after so many meagre years the shareholders should reap a substantial benefit from such a successful year.

We have apportioned Tls. 172,533.80 to depreciation, which, although it may be considered a large sum for this purpose, it must not be overlooked that a large portion of your plant is nearly 25 years old, and that we are continuing the conservative policy always hitherto adopted by your Board. In adopting this sum you will reduce the book cost of your assets to the following figures:—

Tls.	Tls.
Buildings	150,000
Machinery, including Spinning	
Machinery and Engine House	
Plant	200,000
Weaving Machinery	55,000
Furniture	1,000

We also recommend Tls. 5,000 be written off your reservoir and land improvement, an item which in future will disappear from your accounts.

With regard to reserves we are instituting development reserve account of Tls. 150,000 and a dividend reserve account of Tls. 80,000, to which we feel assured you will give your sanction.

To your foreign staff, not including your mill manager, who benefits under his agreement with the company, we have much pleasure in recommending a sum of Tls. 4,500 as a bonus of approximately three

months' salary. Your foreign staff, I may say, have throughout the year worked to the entire satisfaction of your Board, and the success of the year has been largely due to their loyalty and hard work.

With regard to the Chinese staff, a bonus does not appear in the accounts, as it was necessary to provide this prior to the New Year holidays. We have granted to the number ones and other deserving bands in the mill a bonus of one month's pay, which absorbed about \$2,800 and in addition we made a bonus to the mill labour contractor of Tls. 10,000.

The contribution of Tls. 3,500 to the Disabled Soldiers' Fund and Tls. 1,500 to each of the two Chinese hospitals, St. Luke's and the Shanghai Road Hospital, need no comment from me, and will, I feel sure, meet with your hearty accord.

With regard to other items in the account the following may call for special comment:—

In September last we notified the shareholders that the Board had acquired 882 shares from the custodian of enemy property in China and which were offered to shareholders on the register of the company on September 30, in the proportion of one share for every registered eight shares; these were nearly all taken up, 22 shares only not being applied for, 18 of these were sold for the benefit of the company and the balance, four shares, not having been applied for by shareholders resident abroad, had yet to be allotted on December 31.

Having funds in hand over and above the company's immediate requirements, Tls. 300,000 were placed on fixed deposit with our bankers. We have also a fixed deposit of \$19,000 at exchange 5/108, equalling Tls. 64,911.03. This latter sum was fixed last summer when your Board entered into a contract for additional plant ordered from England which is not expected to arrive until next June or July.

With reference to the two additional mills under buildings Tls. 30,107.00 and under weaving machinery Tls. 25,970.32. This expenditure is the result of the further development of our weaving department decided upon last May and represents the cost of a new weaving shed as well as a godown and a portion of the cost of an order for a further 300 looms which are now commencing to arrive, and when erected our weaving plant will have a capacity of 500 looms.

With regard to future development to which I referred in my speech last year, your Board during the year have been carefully going into the matter, and in addition to the 300 looms to which I have already alluded, we have ordered an additional 5,000 spindles and necessary preparatory machinery, against which we fixed exchange last summer as I already informed you.

This year we have purchased a plot of land in close proximity to our property measuring about 38 mow at a cost of approximately Tls. 3,800 per mow. This acquisition will greatly relieve the present congested state of our own land which will allow of further development thereon as soon as a new manager's house and quarters for the foreign staff can be erected on this newly acquired lot. Our mill manager left for England early last October and is due to return during next month; further development schemes will be gone into on his arrival, but as you are doubtless aware, delivery for further spinning or weaving plant can now only be secured at a very distant date and upon condition entirely dependent upon labour. In fact, we are lucky to have secured the extra 300 looms and 5,000 spindles which we did.

With regard to the future, I can say that prospects for some little way ahead continue to present a satisfactory outlook. In this connection, I have to inform you that after careful consideration your Board decided to take out an insurance policy for this year covering risks against loss by fire of your prospective profits based on the result of last year's working, viz. Tls. 900,000. This, I venture to state, is a wise precaution, and a method of fire insurance which is now being universally adopted by most spinning industries at home.

With these remarks, gentlemen, I think I have covered everything calling for comment in the report and accounts, but before proposing the resolution for their adoption, I shall be pleased to answer to the best of my ability any questions that you may care to ask me.

There being no questions put the following resolutions were adopted:—

1.—That the report and accounts as presented be passed—Proposed by the chairman and seconded by Mr. C. M. Bain.

2.—That Messrs. Edward I. Ezra and Chung Liang-yu be re-appointed directors of the company—Proposed by Mr. E. Lester Arnold and seconded by Nang Kung-mow.

3.—That the appointment of Mr. K. Yehara to a seat on the board is hereby confirmed—Proposed by Mr. H. E. Campbell and seconded by Mr. E. Lester Arnold.

4.—That Messrs. Lowe, Bingham & Matthews be re-elected to be the company's auditors for the current year at the remuneration of Tls. 750—Proposed by Mr. H. E. Campbell and seconded by Nang Kung-mow.

5.—That the next annual general meeting be held during either the

KOWLOON COMMENTS.

(BY THE KOWLOONATIC).

There was a little discussion, the other day, as to how the late "Jimmy" Mead gained his title of "amah" to the golf section of the K.C.C. The Kowloonatic had it from "Jimmy" himself and the story is worth repeating. "Jimmy," a memorable meeting of the golf committee, which he attended ex officio Hon. Sec., went to some trouble to point out that from time immemorial a certain thing was always recognized as correct by golf club officials. He argued the point at length with the unbelievers and finally reached the turning back point of his patience and finished up by telling the meeting that it was not a secretary they wanted but an amah.

The ships that pass in the night, and in the day, are gradually draining the membership list of the K.C.C. golf section.

The Bar Committee is out of work. "Geordie" Duncan left by the "Glenavey" and had a proper K.C.C. send off.

It is not expected, this year, that the K.C.C. will have a good showing of cabbages and parsnips at the Flower show. Most of the best specimens found their way, by some mysterious means, to the upper deck of the "Glenavey." They were really intended for the show, table at the Botanical Gardens, but "Dave" is also going home shortly, so it doesn't matter.

Geordie was the proud recipient of an illuminated address from the Kowloon Rishia Coolies' Guild. The Kowloonatic is not taking any chances with the editor, but the final line was "We would sooner have the money."

"Jimmy" Hyde left for the land o'cakes on Monday. The send-off was a record for the K.C.C. and that's saying something.

It will be "some night" when "Robbie" goes. Likewise Overy. The Kowloonatic wishes them bon voyage.

If one or two of the bum scrappers who provoke local fight fans to profanity could have been present at the Kowloon British School tournament last week they would have learned a thing or two. There were ten two round contests and not a clinch!

The Kowloonatic went to the show expecting to see wonderful whirling of windmill arms, hugging matches and the like. He was pleasantly disappointed. It did his heart good to see the youngsters give and take in friendly spirit. If boys can be taught boxing in this manner, in British schools, throughout the Empire, the death-knell of nigger-pickers like Jack Johnson will be sounded.

There is good work going on in Kowloon British School—more than the general public wots of. The reason—Enthusiasm on the part of those whose business it is to look after the youngsters.

Max is dead, and Meg drags out a solitary existence, mourning for her spouse. As a matter of fact poor Max never survived the poking about he got on the occasion of the K.C.C. Children's Sports, to make him run down to the other end of the tank. His remains lie honoured under a tombstone with the epitaph—"Megalostrachus Maximus, R.I.P."

COMPANY DIVIDEND.

In the report of the Shanghai Tug & Lighter Co., Ltd., the Directors state that the audited accounts for the year ended December 31, 1919 show at the credit of Profit and Loss account the sum of Tls. 291,359.27 after the payment on July 15 last of an Interim Dividend of 32 per cent. on the Preference Shares, Tls. 17,500.00 and 8 per cent. on the Ordinary Shares, Tls. 40,000.00 making a total of Tls. 57,500.00 leaving the amount at disposal of Tls. 291,359.27. This they recommend should be distributed as follows:—

To a final dividend of 32 per cent. on 10,000 Preference shares	17,500.00
To a final dividend of Tls. 5.00 per share on 20,000 Ordinary shares	100,000.00
To General Reserve	125,000.00
To write off depreciation on cost of tug "St. Dominic"	25,000.00
To carry forward	23,859.27
Tls.	291,359.27

month of February of March, 1921—Proposed by the chairman and seconded by Mr. K. Yehara.

6.—Mr. Tomono then proposed that the directors' fees be raised from Tls. 2,500 to Tls. 5,000—Seconded by Mr. E. Lester Arnold.

Before the meeting adjourned a vote of thanks to the chairman was proposed by Mr. J. Prentice and seconded by Mr. Arnold.

SPECIAL CABLES.

SIR JOHN JORDAN.

[CHINA MAIL SPECIAL.]

SEANGHAI, March 3. Sir John Jordan has arrived at Shanghai en route to England. He will be the guest at dinner to-night of the China Association. He leaves on the Kashmir to-morrow.

A MUCH INJURED COOLIE.

[CHINA MAIL SPECIAL.]

SEANGHAI, March 3. The Weiss murder charge against a richa coolie has been withdrawn. The man was arrested and detained on false information, now proved to have been given for the sake of reward.

[While waiting trial in prison, this unfortunate coolie had his legs amputated, after frostbite. The false witness will presumably be punished. But who will compensate this deeply wronged coolie?—Ed. C.M.]

A "WHITE PIGEON."

A woman was charged with "flying the white pigeon." Serg. Lanigan said the defendant who was married and lived at No. 312 Shanghai Street, represented to the complainant, through a go-between, that she was a widow, and was willing to marry him if he paid \$50. The money was paid; and she went to live with the complainant at No. 98 Tatit Street, Samshupo. A week later, on September 11, last, she was missing, and a report was made to the Police. She was not heard of again, until March 1, when she was found living with her *Kit fat* husband at No. 312 Shanghai Street, Yaumatei. She was taken to the S.C.A. who after enquiring into the case, ordered her to be charged. The S.C.A. stated in his report that this was one of the clearest "white pigeon" cases he had come across, and that the woman's husband appeared to be a party to the fraud. Evidence was being given as we went to press.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Chenai" (Capt. Laver) sails for Canton at 5 p.m. to-day.

The s.s. "Taishun" (Capt. Hackett) sailed for Canton at 3 p.m. to-day.

The s.s. "Cuzco" (Capt. Treo) sails for Shanghai via Swatow at 3 p.m. to-day.

The s.s. "Yachiyo Maru" Capt. Y. Yashida, 783.60 tons, arrived yesterday at 4.15 p.m. from Chin Wan Tao.

The s.s. "Lai Sang" (Capt. R. A. Matthews) 3460 tons arrived yesterday at 8 p.m. from Singapore, with 530 bags of mail.

The s.s. "War Sepoy" (Capt. F. Harrison) 3491 tons arrived yesterday at 8 a.m. from Nagasaki, with 4103 tons of liquid fuel.

The s.s. "Hague Maru" (Capt. K. Kitano) sailed for New York via S'pore at 4 p.m. to-day with 4215 tons of rice and 23 tons of general cargo.

The s.s. "Kaiping" Capt. Pannier, 177 tons, arrived yesterday at 9.30 a.m. from Fakhai with 280 tons of general cargo, 190 pigs, 3 bags and 4 baskets of mail.

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LUSCIOUS FRUITS FROM THE
LAND OF KENT—

Raspberries in Syrup	per tin	90 cts.
Strawberries	" "	90 "
Black Currants	" "	\$1.00
Gooseberries	" "	65 cts.
Victoria Plums	" "	65 "
Loganberries	" "	90 "
Cherries	" "	90 "
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Edgars Marrowfat Peas per tin 40 cts.

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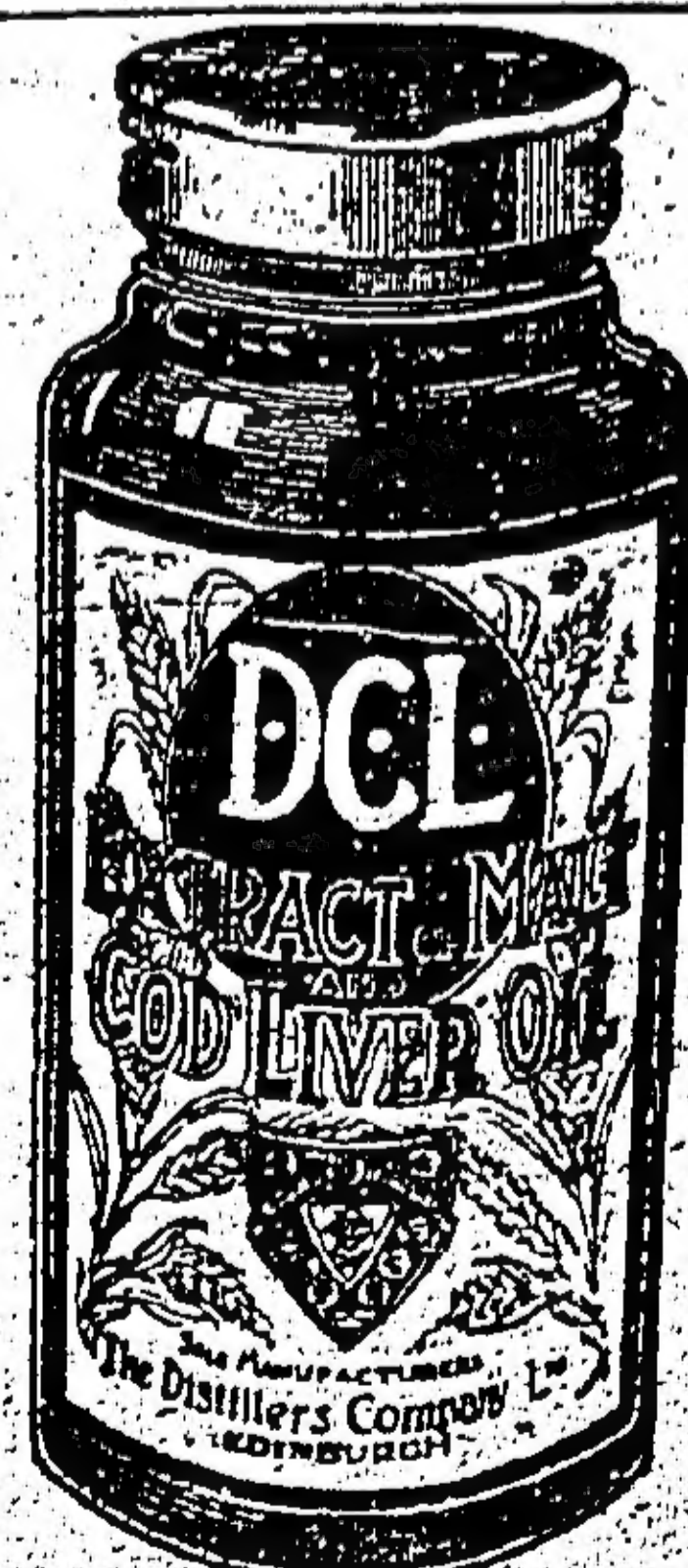
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

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ANDES MARU Middle of March.

CELEBES MARU (Call Marseilles) Middle of April.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Durban and Cape Town via Singapore.

OSAKA MARU Friday, 5th March.

TACOMA MARU Wednesday, 31st March.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SAIGON MARU Sunday, 7th March.

GANGES MARU Middle of April.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly service.

SHISEN MARU Friday, 5th March.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MADRAS MARU Tuesday, 9th March.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU Wednesday, 3rd March.

ARABIA MARU Tuesday, 6th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the H. K. R. Office.

KALJO MARU Sunday, 7th March.

TAKAO via SWATOW and AMOY.

ROSEU MARU Thursday, 11th March.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We have two Ellipsoidal and one accommodation any craft of 200 feet long.

Town Office: 64, Cross Street, Singapore. Telephone No. 409.

Shipping: Shum-Sut-Po, Kowloon, Hongkong. Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1912.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

STEAMERS	TO SAIL
SHANGHAI	SHANGHAI Mar. 4, at Noon
TIENSIN	HONGKONG Mar. 4, at Noon
SHANGHAI AND TSINGTAO	CHANGHONG Mar. 4, at Noon
SWATOW & BANGKOK	CHANGHONG Mar. 4, at Noon
AMOI, SHANGHAI & PUKEW	SUTING Mar. 4, at Noon
SHANGHAI	SUTING Mar. 11, at Noon

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation and service. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 33.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

Calling at Shanghai and Kobe.

"ELETON" About March 17th.

"ENDICOTT" About March 22nd.

"ELDRIDGE" About April 3rd.

"WEST HARTLAND" About April 15th.

"CITY OF SPOKANE" About April 23rd.

For PORTLAND Direct.

Calling at Shanghai and Kobe.

"ABERCOSS" About March 7th.

"PAWLETT" About March 25th.

"WABAN" About April 23rd.

"COAKER" About May 14th.

Through Bills of Lading issued to Overland Ocean Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "SAGAPORACK"

About MARCH 3rd.

Via PANAMA.

S.S. "WESTERN CROSS"

About MARCH 31st.

Via PANAMA.

S.S. "HATCHIE"

About APRIL 5th.

Via PANAMA.

S.S. "WEST WIND"

About APRIL 17th.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephone 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD.

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephone 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.



SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

PART and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers tons Leave Hongkong.

TENYO MARU 11th March.

SHINYO MARU 1st April.

SIBERIA MARU 1st April (from Yokohama).

"PERSIA" MARU 15th April.

KOREA MARU 3rd May.

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SALINGO, BALBOA,

CALLAO, ARI and IQUIQUE.

Thence by Trans-Pacific Route to Buenos Aires.

Steamers tons Leave Hongkong.

ANYO MARU March 18th.

SHINYO MARU May 11th.

KIYO MARU July 12th.

These are interconnecting with the "Andean Pacific" Ocean Services Ltd. and the Pacific Mail Steamship.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamer. Leave Hongkong.

KOYO MARU last half of February.

CHYO MARU April or May.

For all information as to rates, freight space, sailings, etc. apply to—

T. DAICO, MANAGER, King's Building.

Telephone 2274 and 2275.

SHIPPING

CP OS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe & Yokohama)

STEAMERS FROM VANCOUVER

Empress of Russia Mar. 11 Mar. 28

Monteagle Mar. 23 April 17

Empress of Japan Mar. 29 April 19

Empress of Asia April 8 April 28

Empress of Russia May 6 May 24

Empress of Japan May 26 June 18

Empress of Asia June 3 June 21

Monteagle June 4 June 28

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 28 Aug. 16

Monteagle Aug. 5 Aug. 29

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Passage Fares Hongkong to United Kingdom.

Empress of Russia 1st Class 1st Cabin 2nd Cabin 3rd Cabin

16,500 Tons Reg. Gold 1,000 Tons Reg. Gold 1,000 Tons Reg. Gold 1,000 Tons Reg. Gold

16,500 Tons Reg. Gold 1,000 Tons Reg. Gold 1,000 Tons Reg. Gold 1,000 Tons Reg. Gold

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

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INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ITOLA"	5,200	4th Mar.	Colombo and Bombay.
"KASHMIR"	9,000	8th Mar.	Manilla, London via Cebu.
"DUNERA"	8,400	14th Mar.	Singapore, Colombo & Bombay.
"BANCA"	4,000	23rd Mar.	Manilla, London direct.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	5th Mar.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	April	Sundukan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	8,400	4th Mar.	Shanghai.
"KEIVA"	5,000	11th Mar.	Shanghai.

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*Cargo Only.
*Tickets Interchangeable.
In Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of the P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
Passengers tranship at Colombo to Madras.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or bills.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
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N. Y. K.

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SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Wednesday, 17th Mar. at 11 a.m.
TAKI MARU (Cargo only) ... Sunday, 21st March.
KATORI MARU ... Tuesday, 23rd April, at 11 a.m.
SUVA MARU ... Sunday, 2nd May, at 11 a.m.
*Calling Manila.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU ... Saturday, 6th March, at Noon.
SHIZUOKA MARU ... Friday, 19th March, at Noon.
HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU ... End of April.
TSUYAMA MARU ... End of April.
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

CALCUTTA MARU ... Thursday, 18th March.
TOBA MARU ... Beginning of April.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Mar. at 11 a.m.
NIKKO MARU ... Wednesday, 24th April, at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

TOTTORI MARU ... Saturday, 13th March.
GENOA MARU ... Beginning of April.
SOUTH AMERICAN PORTS via Cape.

WAKATA MARU ... Wednesday, 3rd March.
TOSA MARU ... End of March.
BOMBAY & COLOMBO via Singapore.

TOTOMI MARU ... Monday, 1st March.
SHINYO MARU ... Middle of March.
CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Wednesday, 3rd March.
HAKODATE MARU ... Tuesday, 23rd March.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Wednesday, 24th March, at 11 a.m.
AKI MARU ... Saturday, 17th April, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.

BANGKOK MARU ... Wednesday, 3rd March.
RAIKAI MARU (Cargo only) ... Thursday, 4th March.
WAKAMATSU MARU (Cargo only) ... Thursday, 4th March.
TAIAN MARU ... Thursday, 4th March.
YOKOHAMA MARU ... Friday, 5th March, at 11 a.m.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

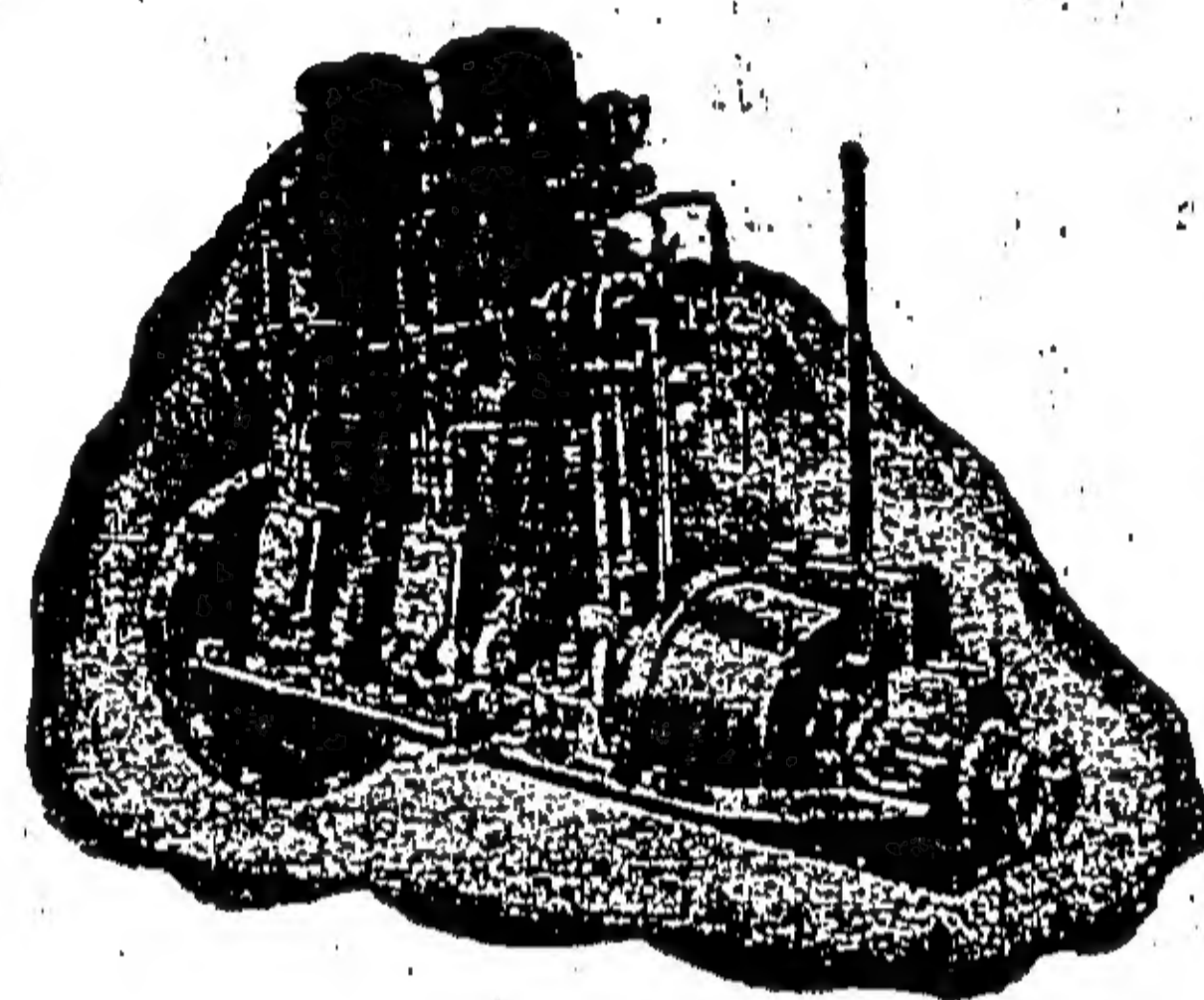
Telephone Nos. 291 & 293

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	DEPARTURE
San Francisco via Shanghai & Japan, &c.	Tango Maru	Togo Kisen Kaisha	On 14th March.
San Francisco via Shanghai, Japan &c.	Shinyo Maru	Togo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Escudor	Pacific Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 6th March.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	About 17th March.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 17th March, at 11 a.m.
Seattle, Tacoma, Victoria & Vancouver.	Elkton	The Admiral Line	On 29th March.
Victoria, Vancouver, Seattle & Tacoma.	Africa Maru	Osaka Shosen Kaisha	On 11th March.
Victoria, B.C. & Seattle via Shanghai.	Fushimi Maru	Nippon Yusen Kaisha	On 11th March.
Vancouver via Shanghai, Japan &c.	Montevideo	Canadian O.S. Ltd.	On 11th March.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Batterfield & Swire or The Bank Line, Ltd.	About 24th March.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 24th Mar. at 11 a.m.
New York via Panama	Anyo Maru	Togo Kisen Kaisha	On 13th Mar.
Portland	Lucania	Batterfield & Swire or The Bank Line, Ltd.	On 25th March.
New York via Panama	Aberdeen	The Admiral Line	About 1st March.
Nagasaki, Kobe & Yokohama	Manchester Castle	Doddwell & Co., Ltd.	On 24th March, at 11 a.m.
Shanghai	Nikko Maru	Nippon Yusen Kaisha	On 4th March, D'light.
Shanghai	Dupere	P. & O. S. & A. L.	On 4th Mar. at Noon.
Shanghai and Tientsin	Sinkiang	Batterfield & Swire	On 6th Mar. 4 p.m.
Calcutta via Straits & Rangoon	Chennan	Nippon Yusen Kaisha	On 8th March.
Singapore, Penang & Belawan-Deli	Ceylon Maru	Yamaguchi-Kaisen	On 8th March.
Kobe via Swatow and Amoy	Van Waerwijck	Yamaguchi-Kaisen	On 7th March.
Saigon, Bangkok & Singapore	Kisio Maru	Osaka Shosen Kaisha	On 7th March.
Swatow, Amoy & Foochow	Shisen Maru	Osaka Shosen Kaisha	On 4th March.
London and Rotterdam	Haiting	Douglas, Laprak & Co.	On 9th Mar. at 1 p.m.
Bombay & Colombo	Swazi	The Bank Line, Limited	On 3rd March.
London and Antwerp	Saigon Maru	Osaka Shosen Kaisha	On 14th March.
London via Suez, Port Said & Cebu	Ande Maru	Osaka Shosen Kaisha	On 14th March.
Mauritius, Delagoa Bay, Durban	Amata Maru	Nippon Yusen Kaisha	On 6th Mar. at Noon.
Singapore, Penang, Colombo & Port Said	Canada Maru	Osaka Shosen Kaisha	On 6th March.
Takao via Swatow and Amoy	Kashmir	P. & O. S. & A. L.	On 17th March.
	Sochu Maru	Osaka Shosen Kaisha	On 17th March.

BOLINDER CRUDE OIL ENGINES.

Unsurpassed in
Reliability and
Simplicity.



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Reliability and
Simplicity.

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DIRECT REVERSIBLES
5 to 500 B.H.P.

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Large Stock of Spare Parts Carried.

Sole Agents for the EAST.

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MACHINERY DEPARTMENT, HONGKONG.

TEL. 228.

TEL. ADDRESS: ABEONA.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

STEAM FOR
STRAITS, COLOMBO, BOMBAY, &
EGYPT, MEDITERRANEAN PORTS
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, ITALY, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer "Kashmir" carrying His Majesty's Mail, will be despatched from this port on or about 8th March, 1920 taking cargo for the above ports. Passengers' accommodation in the connecting vessel, if available secured before departure from Hongkong. Suez and Yambou (Cargo for Italy, France, and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the connecting steamer for Marseilles and London.
Parcels will be received at this Office until 12 Noon the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc. apply to
MACKINNON, MACKENZIE & CO.,
Hongkong, March 1, 1920. Agents.

A. KWAI & CO

112, Des Voeux Road Central, HONGKONG.
"NAVY CONTRACTORS"
Ship-Chandlers, Boat-Mechanics,
Sail-Makers, General Storekeepers,
Scrap and Rods Manufacturers.
Cable add. "KWAI". Tel. No. 128.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co.)
COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI MUTABE,
KISHIMOTO, YOSHINOTANI,
HOJO, NAMAZUTA, SATO, SHIN-
NEW, KAGAKI, BIBAI, KAMIYA,
MADA, and OYUBARI.
AGENTS FOR SAKITO COAL.
Head Office—TOKYO.

Branches and Representatives:—

Nagasaki, Karatsu, Wakamatsu, Moll,
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Ogata, Vladivostok, Feking, Tientsin,
Dairen, Tientsin, Hankow,
Singapore, Soerabaya, London, Paris,
New York and Seattle.

Cable Address:—IWASAKI.

Codes:—A. I. A. E. C. 5th Ed.
Western Union and Bentley.
The Mitsubishi Marine
Agencies Co. & Fire Insurance Co.
The Osaka Marine &
Fire Insurance Co.

For Particulars apply to—
S. S. YAMAGUCHI, Manager.
No. 14, PRINCE STREET, HONGKONG.

RUB IT IN.
A good many people think rheumatism cannot be cured without taking powerful medicine. Chamberlain's Pain Balm massaged thoroughly into the skin has cured far more rheumatism than any internal remedy in existence and gives relief quicker. For sale by all Chemists and Dispensers.

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SHIP REPAIRERS.
BOILER MAKERS.
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OXY-ACETYLENE, AND
ELECTRIC WELDERS.
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.
Length on Blocks 750 Feet
Depth on Centre of
SPL. (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 78 Feet Radius.

BUTTERFIELD & SWIRE

AGENTS,

HONGKONG, CHINA, & JAPAN.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMER
"ECUADOR," "VENEZUELA" & "COLOMBIA."
HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.
S.S. "ECUADOR" ... WEDNESDAY, Mar. 24th.
S.S. "COLOMBIA" ... WEDNESDAY, April 21st.
S.S. "VENEZUELA" ... WEDNESDAY, May 19th.

ALSO

The following U. S. Shipping Board vessels.
S.S. "ARCHER" ... March 24th, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "WEST MINGO" ... Late March, for San Francisco, via Shanghai, Yokohama and Honolulu.
S.S. "WEST EQUANA" ... Late March, for San Francisco, via Shanghai, Yokohama and Honolulu.
S.S. "WEST KASSON" ... Late April, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE

S.S. "LAKSHMI" ... THURSDAY, March 4th, for Madras, via Calcutta, Port Swettenham, Penang, Rangoon and Calcutta.
S.S. "LAKSHMI" ... SATURDAY, March 6th, for Madras, via Calcutta, Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through bills of lading to Baltimore, Havana, Mexico, Central and South American ports.
For further information apply to
PACIFIC MAIL S.S. CO.,
Hotel Manilla, Cable Address "POLANO".
Telephone 141.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

DIRECT
THROUGH SERVICE TO ALL OVERLAND POINTS
VIA
PORT OF LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following FAR EASTERN SERVICE for the account of the United States Shipping Board.

S.S. "WEST MONTGOMERY" ... loading about March 15th.
S.S. "WEST HIEA" ... loading about April 15th.

Through rates quoted and through bills of lading issued to all overland points in the United States.

OFFICES:—SINGAPORE, MANILA, SHANGHAI, KOBE.
HONGKONG OFFICE:—3rd Floor, Prince's Buildings,
Chater Road, Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

STRUTHERS & DIXON, INC.

Offices: San Francisco & Seattle, U.S.A. Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.
U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.

For SEATTLE & VANCOUVER. For SAN FRANCISCO.
"WEST JENA" 1st March. "WEST JENA" 1st Mar.
"WEST JESSUP" 2nd Mar. "COLORADO SPRINGS" 17th Mar.
"WEST CACTUS" 29th Mar.

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Operating Baltimore via Panama service, to the Far East.
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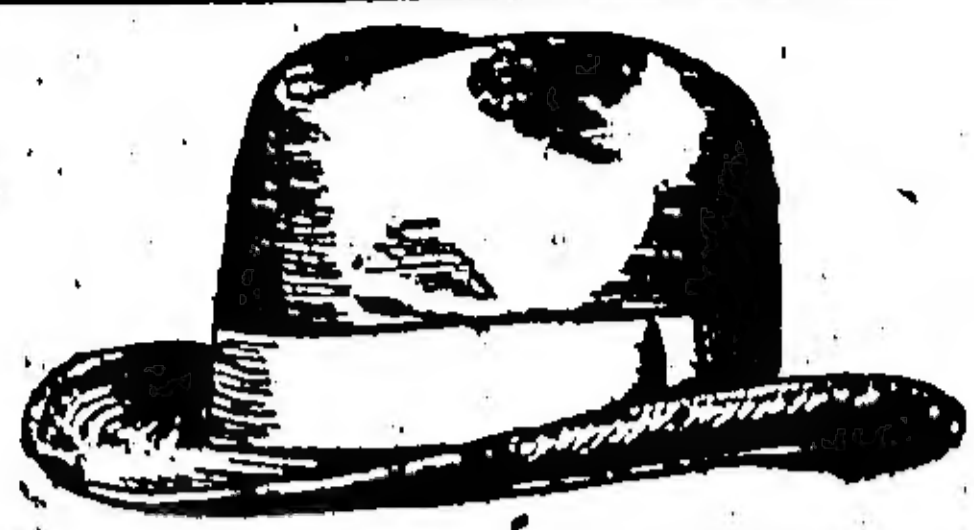
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THE "LUSITANIA."

(Continued from page 5.)

Included in this cargo were many things which cannot have been harmed in the least by their years of immersion in the dark depths of the Irish Sea. There were precious stones valued at \$150,000, a great fortune in gold and copper metal, \$50,000 worth of sheet brass, and a variety of other goods that are worth just as much or more to-day than they were when they left New York.

The "Lusitania" had not been beneath the waves many hours before plans were under way for raising her precious cargo and, if possible, the ship itself. But, of course, no active move could be made while the war was on, and the waters off the Irish coast, where the liner lies, still infested with submarines.

As early as 1916—less than a year after the "Lusitania" sinking—one English firm had collected the most complete data as to the position and probable condition of the sunken liner, including the depth of water in which she lies. Its temperature, the currents and other conditions prevailing in that vicinity. It is this same firm which since the close of the war has begun active operations. Its divers are now at work in the waters off the Old Head of Kinsale, where the "Lusitania" went down, and within a few weeks they expect to be bringing portions of the ship's treasure to the surface.

The "Lusitania" lies 240 feet below the surface at an accurately charted point eight miles off the Irish coast. A few years ago such a depth would have rendered salvage work practically unthinkable, but modern improvement in diving apparatus makes it possible for divers to work at greater depths for considerable periods of time at a stretch.

This was demonstrated by the raising of the United States submarine F-4, which sank outside Honolulu harbour on March 25, 1915, and was refloated and towed into the harbour five months later. She lay on a slope of the ocean bed, her bow 238 feet below the surface and her stern 306 feet. Yet divers worked in fair comfort and without greater risk than usual at these depths and thereby established a new world's record.

When the work of locating and raising the "Lusitania" was first begun, it was thought that the low temperature of the water in which she lies would be a serious handicap. This, however, proved not to be the case, as the Gulf Stream which sweeps the Irish coast at this point goes a long way towards relieving the low temperature that would otherwise make the work of the divers difficult.

The task is made still easier by the "Lusitania's" great size. The 240-foot depth at which she lies is the ocean bottom, and proper all-wance is to be made for the fact that she is resting in a nearly upright position. As the ship is nearly eighty feet high this reduces considerably the depth at which it is necessary for the divers to work.

This upright position also lessens the difficulty of retrieving the contents of the strong rooms which are near the purser's office on one of the upper decks. It will be still easier to recover the personal belongings of Alfred Gwynne Vanderbilt and other wealthy passengers, as the cabins they occupied are located still higher up on the promenade deck.

The holds in which the passengers' baggage rests are on a level with the lower deck, which is above the vessel's water line and thirty-one feet above her keel. Just below these are the cargo holds containing hundreds of tons of valuable goods that have undoubtedly not suffered in the slightest from their long stay under water.

In their efforts to recover the "Lusitania's" treasure and perhaps the ship itself, it is very probable that the English firm which has undertaken the task will have to call to its aid the invention of an American, Simon Lake. Inventor of the type of submarine that bears his name, Shortly after the sinking of the "Lusitania," Mr. Lake devised an ap-

paratus designed especially for the recovery of the valuable cargo of this and other ships sent to the bottom by German submarines. He calls it a "semi-submersible tube."

This unique device consists of a steel tube five feet in diameter and long enough to reach from a ship on the surface to a wreck several hundred feet below. The inside of the tube is fitted with a staircase, up and down which the divers climb, and it also carries telephone lines, electric light wires and air pipes.

At the lower end the tube enlarges into a good sized working chamber, in which the divers make their preliminary investigation of a wreck and to which they return for safety in case of any emergency. This chamber is equipped with motors, powerful searchlights, apparatus for controlling air pressure, and, most important of all, a new and ingenious arrangement which Mr. Lake has christened the "aquascope." The latter is really a submarine spy glass which enables the operator to look for considerable distances through the dark ocean depths and locate the wreck or whatever else it is for which he is searching.

The operator descends into the chamber by means of a stairway built into the tube," says Mr. Lake in describing his invention, "and, after passing through the airlock, goes into the working chamber. He then looks through the aquascope, while the steamer slowly navigates around."

As soon as the wreck is located, the operator telephones to the captain of the wrecking steamer, and the latter brings his vessel to a stop over the wreck, following the manouvering directions telephoned to him by the operator. The tube is then lowered onto the deck of the wrecked vessel.

The working chamber has a door on its under side. The air inside is equal in pressure to that of the water outside, and, as the doors open downward, it is impossible for the water to get into the tube.

"When the doors are open the operator, equipped with a diver's outfit, can step on to the deck of the wreck and immediately begin work on recovering the cargo or other things of value. The recovered articles are placed in slings or on hooks and then hoisted to the surface by the derricks on the wrecking steamer."

"The operator carries with him a special type of portable electric light which enables him to see his way clearly about the sunken vessel. Crossed lines or cut lines are a constant danger to ordinary divers, but they have no qualms for our operator, because in case of trouble all he has to do is walk back to the operating chamber."

"According to reports at the time of her sinking," the "Lusitania" is resting in forty fathoms of water—240 feet. If this depth is correct, it would be an easy matter to recover the bodies imprisoned beneath her decks as well as her cargo."

For raising sunken steamships, Mr. Lake says, the same apparatus is used, with the exception that it can be operated only in depths up to 200 feet. The special wrecking steamer devised by Mr. Lake for use with his tube is so arranged that the tube can be used in a heavy sea.

If the divers now at work off the Irish coast succeed in salvaging any considerable portion of the "Lusitania's" contents, they will undoubtedly make a determined effort to raise the ship itself. That would indeed be a prize worth winning.

When the "Lusitania" sailed out of New York harbour on her way to doom she was valued at between \$7,000,000 and \$8,000,000. With the present high prices of metals, the wreck as junk alone is worth a fortune. And there is always the possibility that the damage done by torpedoes can be easily repaired and the ship fitted to sail the seas again.

A FAMILY NECESSITY.

EVERY family should be provided with Chamberlain's Pain-Balm at all times. Sprains may be cured in much less time when promptly treated. Lameness, lame shoulder, pains in the side and chest, and rheumatic pains are some of the diseases for which it is especially valuable. If this balm is used and become acquainted with its qualities and you will never wish to be without it. For sale by all Chemists and Storekeepers.

SHANGHAI COTTON MANUFACTURING COMPANY.

THE PROPOSED SALE—QUESTION OF THE ORDER IN COUNCIL—IMPORTANT CASE IN SUPREME COURT.

An interesting case arising out of the recently published China (Companies) Amendment Order in Council, was commenced on Feb. 26 in H.M. Supreme Court, Shanghai, before His Honour Judge Sir Haviland de Saumarez, in which Mr. F. N. Matthews and others, shareholders in the Shanghai Cotton Manufacturing Co., Ltd., filed the subjoined motion against the company.

That the defendant Company its Directors and Agents may be restrained by the Order and injunction of this Honourable Court from selling the undertaking of the defendant Company to any other Company not subject to the jurisdiction of this Court and receiving in compensation for such sale shares or other like interests in such other Company otherwise than in compliance with the provisions of Section 185 of the Ordinance, until judgment in this action or until further Order.

1.—A declaration that the proposed scheme, notice of which has been given by the defendant Company to its shareholders, for the sale of the defendant Company's undertaking to a Japanese Company is ultra vires.

2.—An injunction restraining the defendant Company its directors or agents from selling the undertaking of the defendant Company to any other Company (not subject to the jurisdiction) in compensation for such sale shares or other like interests in such other Company, otherwise than in compliance with the provisions of section 185 of the Ordinance.

3.—Such further or other relief as this Court may seem just.

4.—Costs.

Messrs. G. H. Wright and E. L. Harrop appeared in support of the motion, and Mr. R. N. Macleod, with whom was Mr. A. E. Seddon, appeared for the Shanghai Cotton Manufacturing Co., Ltd.

Mr. Wright, who read the notice of motion, said that in the ordinary case he would ask his Lordship to order pleadings, but he thought it would be more convenient if his Lordship heard the motion for the interim injunction first, for if that were not granted it would be of no use to proceed further with the action. Consequently he would ask his Lordship to defer making any order as to pleadings until the motion had been dealt with, a course with which his Lordship agreed.

Mr. Harrop then read the affidavit of Mr. F. N. Matthews which was in part as follows:—

"I, Frederick Newman Matthews of No. 36 Peking Road, Shanghai, chartered accountant, a British subject, one of the above-named plaintiffs, make oath and say as follows:—

1.—The defendant company was incorporated on December 5, 1908, with a capital of one million Shanghai taels divided into twenty thousand shares of fifty taels each for the purpose of acquiring and taking over as a going concern the undertaking of the Shanghai Cotton Spinning Co., Ltd., incorporated in 1905 and of the Santal Cotton Spinning Co., Ltd., incorporated in 1906.

"On March 10, 1914, the capital of the company was increased to two million Shanghai taels by the creation of twenty thousand new shares of fifty taels each.

2.—The Articles of Association of the company provide for the management of the company's affairs by agents and general managers. The present agents of the Company are the Mitsui Bussan Kaisha, Ltd., a Japanese Company.

3.—In consequence of the publication in the public press on January 15 by direction of His Majesty's Minister of the China (Companies) Amendment Order in Council, 1919, I was approached by a number of shareholders in the company with the result that on February 9 instant I wrote and sent to the chairman and directors of the company a letter which omitted formal parts was in the terms following:—

"I have been directed to approach you with respect to the consequences of the Order in Council recently promulgated as a result of which the company cannot continue under the existing management.

"My instructions come from registered members having the right to vote, from registered members and from persons not at present on the register but who are equitably entitled to shares in the company.

"I represent at present approximately 2,200 shares and am promised and expect shortly to receive authority to act on behalf of persons holding rights in many more shares. My appointment is due to the fact that it is naturally easier for the board and the management to negotiate with one representative than to treat with a large number of shareholders individually.

"I am directed to inquire what steps the board propose to take to carry out the terms of the Order, whether it is intended to transfer the company to British management or whether some scheme is being evolved, through which the shareholders will be given an opportunity to dispose of their holdings at the real value. In the event of the latter course being suggested I am instructed to request you to allow me to inspect and investigate the books, accounts and documents of the company and to obtain any information necessary to enable me to arrive at an opinion of the value of the company's undertaking as a going concern: this with the object of arriving at an equitable price at which my principals will be willing to dispose of their interests to the Japanese shareholders or others or to put same to the consideration of an arbitrator should it later be decided to refer the matter to arbitration.

"If it proves impossible to arrive at a price to which all concerned can agree, my instructions are to request the board to transfer the general management to a British company approved by my principals. I am to a position to name one local company experienced in such work, which is willing to accept the management and of which my clients approve.

"As the time is rapidly approaching when the Order will come into force, I shall be much obliged if you will favour me with a reply as quickly as possible.

4.—On February 11 I wrote and sent to the said chairman and directors a further letter in the terms following:—

"Following mine of the 9th instant I beg to notify you that I now represent considerably more than 10,000 shares, either by direct signatures or by definite promises of support, including one from Mr. Horatio Robertson.

"Amongst the numerous signatures I hold appear those of:—

"Mr. O. J. Barnes (Hongkong & Shanghai Bank).

"The Netherlands Trading Society.

"Banque Belge pour l'Extranger.

"Commercial Bank of China.

"The Asia Banking Corporation.

"I have discussed the matter of compliance with the Order with the Crown Advocate, and have his permission to state that the consequences may be serious if due diligence is not exercised to carry out the terms of the Order, of which Section 4 comes into effect on the 15th proximo. I venture to hope, therefore, that I shall be favoured with a prompt reply to my letter of the 9th instant.

5.—No immediate reply was received to either of these letters but on the morning of Saturday, February 14, there was published in the North-China Daily News a notice convening an extraordinary general meeting of the defendant company for Monday, March 1 next, at 4 o'clock in the afternoon for the purpose of considering and if thought fit passing a resolution for the promotion of a Japanese company and for the sale of the undertaking of the defendant company to such new company when formed or on its formation or in course of its promotion and that the directors be authorized to carry the same into effect.

6.—On Monday, February 16, I received from the said Mitsui Bussan Kaisha, Ltd., as agents for the defendant company a letter acknowledging the two letters I had written but stating that a copy of the notice which had been published in the paper and a circular explaining the scheme would be sent to each shareholder and that the directors must decline to give any information except through the medium of a circular and at the meeting.

His Lordship: You have spoken of somebody as managers of the Company?

Mr. Harrop: A Japanese Company, my Lord, the Mitsui Bussan Kaisha.

His Lordship: Are they the managers?

Mr. Harrop: They call themselves the agents.

His Lordship: It seems to me that it would be my duty at once to bring to the notice of the Registrar of Companies that these people do not appear in the list of directors. The terms of the Order in Council are not obeyed; there should be a majority of British directors. The Companies Ordinance and the Order in Council have not been, so far as I can see, complied with. Have they been returned as directors?

Mr. Macleod: I don't know, my Lord.

His Lordship: Well, I want to know. Do the Mitsui Bussan Kaisha, who appear as agents, appear as directors in the list which has been returned to the Registrar of Companies?

Mr. Macleod: I understand that the facts are that the list of directors does not include the name of the Mitsui Bussan Kaisha. They signed the notice as agents.

His Lordship: But the agents are described as general managers.

Mr. Macleod: That is so.

Mr. Harrop: I understand that the whole business is in the hands of this Japanese firm.

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His Lordship: But the agents are described as general managers.

Mr. Macleod: That is so.

Mr. Harrop: I understand that the whole business is in the hands of this Japanese firm.

His Lordship: Then I shall give directions that the want of compliance with the requirements of the Companies Order in Council which applies the Companies Ordinance, be brought to the attention of the Registrar of Companies.

His Lordship pointed out that the matter was of considerable importance, because there was not a majority of British directors, which was necessary.

Mr. Macleod stated that he was not aware of the fact before and he could not say he was really prepared to deal with the point then.

His Lordship pointed out that the Board was improperly constituted; there were three Japanese and three British directors, whereas the latter should be in the majority.

Mr. Harrop then continued reading the affidavit of Mr. Matthews, which was as follows:—

"7.—On February 17, I received a printed Notice, at exact copy of the notice which had appeared in the North-China Daily News, and also a printed circular letter.

"The said circular letter refers to Section 4 (1) of the China (Companies) Amendment Order in Council, 1919, and states that it is necessary either (1) that the nationality of the management be changed or (2) that the business of the company be carried on under a system of law which allows the management to remain in Japanese hands, that the directors feel confident that the shareholders will agree that a change of management is not desirable and that the proposed resolution is for sale of the whole undertaking of the company to a Japanese company under the power given by clause 3 (f) and (k) of the Company's Memorandum of Association. The said letter then proceeds shortly to outline the proposed scheme and mentions that out of a capital of 160,000 shares of the proposed Japanese Company, 159,990 shares will be allotted to the defendant company which will remain in existence to hold these shares and to distribute the profits received.

"8.—Under this scheme, therefore, the defendant company would part with the whole of its undertaking and in exchange would simply own scrip in the proposed Japanese company. I this deponent am the registered holder of 50 shares in the capital of the defendant company. I have also received instructions in writing from the registered holders of over 3,000 shares and from persons who have bought forward for March in respect of a very large number of other shares in the said capital authorizing me to represent their interests.

"The following is a list of the registered shareholders above referred to:—

Shares.

S. R. Minny 200

Ellis Hayman 255

F. B. S. Barrett 225

G. H. Potts 50

Woo Fung-shu 184

A. J. Israel 300

O. J. Barnes (Hongkong & Shanghai Bank) 745

Netherlands Trading Society 1,000

Commercial Bank of China 300

Banque Belge Pour l'Extranger 200

Ellis J. Erza 100

"I this deponent and the whole of the said registered shareholders and the persons who have bought forward as above mentioned are absolutely opposed to such a sale as is suggested and object most strongly to the entire assets of a British company, of which we are shareholders, passing out of the jurisdiction of the British Court otherwise than for cash.

"We are advised and believe that such a sale would be ultra vires the defendant company.

"9.—According to the notice convening the meeting the proposed resolution will be an extraordinary resolution not requiring confirmation at a subsequent meeting and I this deponent and my co-plaintiffs verily believe that in the probable event of the said resolution being passed by the meeting and in the absence of an interim injunction or other protection from this Honourable Court the directors will immediately after such meeting proceed to carry the said sale into effect and at once hand over the said undertaking and assets to the proposed Japanese company.

"10.—The grounds of such belief are that I have inspected at the defendant company's registered office the draft of the proposed sale agreement, and the same includes all assets of the company other than profits up to and including February 29 instant.

"11.—On February 17, the day the writ was issued on instructions from myself and my co-plaintiffs, our solicitors wrote to the defendant company inviting them to file in Court an undertaking that no sale should take place until our claim in this action had been adjudicated upon, otherwise they would have no alternative but to at once apply for an interim injunction. The defendant company's solicitors, however, have written stating that the defendant company declines to give such undertaking."

A LIFE SAVER.

IT is safe to say this Chamberlain's Colic and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in the world. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

FISH! FISH!
FINNAN HADDOCK
FILLET HADDOCK
KIPPERS

AND
SALT SIBERIAN SALMON
NEW SHIPMENT JUST RECEIVED.

We now have for sale

COULOMMIER CHEESE
DEVONSHIRE CREAM

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

DEATH OF MR JENNER HOGG.

63 YEARS IN CHINA.

The China Mail had a telegram announcing the death, which took place at Shanghai on Feb. 26, of Mr. E. Jenner Hogg. During the stay in Canada, last summer, of Mr. and Mrs. Jenner Hogg, he suffered a good deal in health, but before the return to Shanghai he appeared to have regained much of his former buoyancy. The voyage, however, was a very bad one, Mr. Hogg was again taken seriously ill and since his arrival in Shanghai last November had been compelled to lead an invalid's life, although, with his usual cheerfulness, he was apt to make light of his ills.

With his disease closed the career of Shanghai's oldest European resident. Mr. Hogg was born at Congleton in Cheshire 63 years ago, and first arrived in Shanghai on February 11, 1857, on board the P. & O. S. "Eria"—a vessel of 522 tons burthen which brought the London mail of December 11 of the previous year, showing that in those times the postal service was not any longer than it has again become at the close of Mr. Hogg's life. Mr. Hogg's two senior brothers had previously established themselves in Shanghai and, although at first he joined the firm of Lindsay & Co., he afterwards went into partnership with them. The business which they founded was known as Messrs. Hogg & Co., and their premises were situated on the Nanking Road within a garden which along its frontage jutted out and considerably narrowed the roadway. The building was pulled down in the early seventies and the site is at present occupied by the premises of the Office Appliance Company.

The old firm of Hogg & Co. was known by the long name of Chau Fung, and it may here be noted that Chau Fung Road was named in honour of the business of these three brothers.

Later, when his brothers left China, Mr. Jenner Hogg established himself as a merchant on his own account, his office then being at the corner of Peking and Szechuen Roads, where at the present time a new building is in the course of construction.

50 YEARS WITH THE OAS CO.

Besides successfully conducting his own business he took an active interest in the affairs of several local companies, and was for many years on the board of the Land Investment Company of which, we believe, he was one of the original directors.

Mr. Hogg was also a director of the Gas Co. from 1870, becoming chairman of that board in succession to the late Mr. Francis in 1895. The record thus established of being a director of one company over a period of 50 years, is a most notable one and one which can, we think, be beaten but rarely. In addition to these duties he was, up to the time of his death, a director of several rubber companies. Mr. Hogg was present at a board meeting of one of these latter about a fortnight ago, and it is thought that the nervous effort and excitement attendant upon that occasion bore their part in bringing on the final breakdown. Mr. Hogg also took a very keen interest in local politics, and was chairman of the Parks Committee for a very considerable number of years.

While the above forms a brief summary of Mr. Hogg's business career, he was identified with the life of the community in many other ways, having fully taken his share in the duties devolving on foreign residents here since his first introduction to the port.

UNKAZA.

In early days he was a member of the Shanghai Mounted Rangers, the predecessors of the Light Horse, and in this capacity had many tales to tell of the days when the Settlement had to defend itself equally from stragglers of the Taipings and the Imperial troops. He was intensely keen on all forms of sport and his phase of his character was manifest right up to the end, although of course during recent years his interest could only be shown by a ready but passive sympathy in the endeavours of the younger generation. The spacious grounds of Unkaza, formerly the Jesuits' Park, which were bought by the Hogg family in the late sixties from Pedro, Lorreio,

ANOTHER SCIENCE SENSATION.

STRUCTURE OF ATOMS.

It has been announced from Moscow (says the Wireless Press) that Professor Rojdestvenski has made a discovery in the domain of physical science that was of universal importance. He had established the structure of atoms.

This message comes from Soviet Russia, and would indicate that the blockade and civil war have not killed scientific investigation any more than they did during the French Revolution.

If Professor Rojdestvenski has found out how to use the forces within the atom, the world is on the eve of one of the greatest economic revolutions in its history.

Interviewed by a Press representative, leading scientists expressed the following view:—

Sir Oliver Lodge:—"I do not know who Professor Rojdestvenski is, nor am I acquainted with his reported discovery. In the absence of definite proof, I prefer not to attach too much importance to the story."

In this country much work has been done in investigating the structure of the atom, and much is known about the atom, I personally have interested myself in the question and lectured upon it.

"The atom is built up of electricity, which has particles revolving round each other like the sun and the planets."

Professor Pope (Cambridge):—"I am not prepared to express an opinion until the facts are more fully known. We have a crop of these theories every month or so."

Prof. W. H. Bragg (University College):—"The telegram does not read sense as it stands. If, however, the implication is proved true, we shall have come upon a very wonderful discovery, Mr. H. G. Wells, in one of his scientific books, has fore-shadowed some such event, and, of course, scientists are always expecting a discovery of this nature."

were always open for the use of his young friends, and formerly it was here always that the Christmas hunt finished. Up to 1910 the At Hawks given every Sunday at Unkaza was one of the best known and most popular features of Shanghai society. It may be mentioned incidentally that, as Chau Fung Road is a permanent memorial to the Hogg Co., so also is Jessfield Road a constant reminder of the good done to the public by Mr. Jenner Hogg, for, at the time when he first took over Unkaza, that road was little more than a field path.

Many years, Mr. Hogg waged a perpetual war with the local agriculturalists, who kept encroaching upon his path whilst he continually reclaimed it for the public, until at last the Municipal Council took it over and macadamized it.

Not only the Light Horse, the Paper Hunt Club and other bodies who frequently entertained at Unkaza but, thanks to Mr. Hogg's generosity, it was a favourite venue for Sunday School treats as well as for outings to the bluejackets in port. His kindness upon these occasions will live long in the memory of many who were present.

A WIDE POPULARITY.

To write an adequate life of Mr. Hogg would largely necessitate writing a history of Shanghai for there was no public question in which he was not prominently concerned. Mr. Hogg was never, we believe, on the Council. He preferred the rôle of critic, but this in no merely destructive sense; and indeed his keen and far-sighted counsel probably rendered greater service to the public cause outside the Council chamber than if he had entered it. Mr. Hogg was an extremely popular member of the community, highly respected by all. His wit, his memory, and his personal fascination made him the most delightful of companions. To the very last he retained all his faculties in an extraordinary degree.

Mr. Hogg married, in 1898, Mrs. F. Hayley Bell.

EXPERT ECONOMIST TALKS.

SEATTLE, Wash., U.S.A.—"A system must be found by which the nations of the world can solve their financial and commercial problems in the speediest manner possible," said Dr. Henry Suzzallo, president of the University of Washington, of Seattle, recently in commenting on the proposed international financial and commercial conference suggested to consider remedies for the world's financial chaos.

"The best financiers of each nation should contribute their knowledge for the good of all," said Dr. Suzzallo. "No more United States bonds should be issued to pay for European debts. These obligations can best be handled through the various financial institutions."

While in the eastern part of the United States, Dr. Suzzallo conferred with a number of leading American financiers on the need for such a conference as has been called. This conference will be of international scope and has been urged by England, France, Holland, Switzerland, Denmark, Sweden and Norway. In America, the Chamber of Commerce of the United States has been asked to arrange the preliminaries of the conference, while the appeal was addressed jointly to that body, the United States government, and the reparation commission at Paris.

Although plans for the conference are more or less nebulous, certain defined issues have been brought forward as a working basis. They appeal to the people to return to pre-war standards of reason and appeal to the international reparation commission for wise moderation; appeal to the governments to arrest inflation and meet inevitable burdens by increasing the taxes; to the people to work at home, and appeal to the leaders of finance and commerce to get together to study problems dispassionately, relying on independent action rather than on government intervention.

FLOUR TRADE.

Seattle, Wash., U.S.A.—Practically all Oriental markets are now in position to buy flour here, and with diminishing reserves bought in Australia ahead of the embargo thirty to sixty days is likely to bring these buyers to the position of seeking offers. All space on established or known sailings to the Orient is reported to be looked up until late in March.

The bag market has been fluctuating recently and millers insist that there is too much strength due to replacement prices in June. Quotations for the week ending January 24 are \$237.50 for export quarters and \$353.50 for export halves, or an advance of \$10 in two or three days and 20 in thirty days. Houses offering these quotations complain that they cannot get the cotton from the eastern part of the United States, and it is at that point that millers declare an artificial equation, that forces wholesalers here to lift the prices, comes in. There is considerable protest from millers against paying next summer's replacement prices on today's market.

Some apprehension is felt over the tonnage situation. Millers are advised that the government's export flour order for February will be based entirely on the available shipping space. It is possible that the high bag market will cause anxiety after all, as there may be no necessity of buying.

Mills are well stocked with Calcuttas on a weak market of 152 cents for actual delivery and 16 cents for ship net.

The Eastern hard wheat flour market is dull. In addition to the ordinary lay off through January, due to well-stocked bakery reserves, there has been an undertone of weakness.

HOW COAL GOES.

A search conducted by P. C. Brackman on a boat lying at the Causeway Bay refuge yesterday, resulted in the discovery of nearly a ton of coal concealed in the hold. The boat mistress who was the only person on board at the time, was arrested. This morning she was charged before Mr. Irving with the unlawful possession of the coal. She told his Worship that she could not account for the presence of the coal on board her boat. She thought it must have been brought on board by her folks without her knowledge. A fine of \$100 was imposed, and the coal ordered to be confiscated.

FOOTBALL.

The following will represent the Hongkong Club in the Shield Cup against the "Tamar" on Saturday 6th March on the Club Ground, Rodney A. N. Other: Tonkin, Rodger, MacPhail, Hamilton, MacFarlane (Capt.), Boyson-Jell, and Ris, Kick-off at 4.15 p.m.

THE BUX-KERRISON FIGHT.

ARTICLES SIGNED THIS MORNING.

Articles for the Sky Kerrison-Iron Bux fight were signed this morning in the presence of Mr. R. M. Dyer, acting chairman of the Hongkong Boxing Association, and other officials, at the office of Mr. F. C. Jenkins. Kerrison was not present, but Mr. J. C. Wildin signed on his behalf. The articles provide for a contest of 15 two-minute rounds for the Welterweight Championship of the Colony, the contest being under N.S.C. rules with any variations made by the Association's Boxing Committee. Mr. W. Logan will referee the fight. The contestants are to be near the ring by 10 p.m. and will be weighed. The articles further provide that if a man weighs in, in excess of the N.S.C. Championship weight (147 lbs.), the contest shall not be for the welterweight championship but shall be a catch weight contest for the same purpose.

Interviewed by a China Mail representative, Bux said: I know I am up against a good man. Of course, I am confident of winning, but every boxer should go into the ring with that idea. I can only say that the best man will win.

When you have finished here what do you intend to do? asked our reporter.

I am going down to Australia to fix up some contests there.

What was your biggest fight and win?—I fought "Battling" Sanchez and knocked him out in thirteen rounds at Cavite, Manila. I entered the ring at 143 pounds whilst Sanchez scaled 163 pounds. I consider that my best win. Sanchez had previously knocked me out. I also knocked out "Tiger" Francis Flores in eight rounds. My last fight was with Stanley Jones at Manila, three weeks ago, when we went ten rounds, the decision being a draw. As you no doubt know, I was born in Hongkong and am a natural born British subject, but I am an American boxer. I like the American ways of boxing. I am working at the Victoria Recreation Club every night, but so far I have not fixed up any sparring partners.

There was a large gathering, including many members of the Boxing Association, and a number of young boxing enthusiasts from the Kowloon British School, at the Naval Yard last evening to watch "Sky" Kerrison at work for the last time prior to his meeting "Iron" Bux for the Welterweight Championship of the Colony, of which, he (Kerrison) is the holder, on Friday.

Everyone was satisfied from the form "Sky" exhibited last night, when he boxed 12 fast rounds with three smart and hard hitting opponents, that he is trained up to the minute, and will put up a great fight in defence of his title.

"Sky" started work by boxing the clever middleweight, who is challenging Mason for the Middleweight Championship. "Sky" closed with his man from the start, and the whole six rounds saw nothing but in-fighting, with "Sky" forcing the pace. He received some awful wallops from Hewlett, but returned blow for blow. He showed on more than one occasion that he was quick to discover, and make use of openings; and rushing in, he would deliver his blow and get out of reach at lightning speed.

Four rounds with Deaconhardt followed. In this go, Deaconhardt did all the attacking with "Sky" on the defensive. From this, one gleaned the fact that "Sky" knew how to cover himself and get out of tight corners.

The evening's work ended up with a 2-rounds mill with Sergeant. This was really a "mill" in every sense of the word. Both attacked alternately, and the footwork exhibited was excellent. Sergeant hit "Sky" successively with all his might, but "Sky" was not the least hurt. In fact, he returned and offered his face for more sledge hammer punches. Anyone of Sergeant's blows would have knocked down an average boxer, but "Sky" did not fall back more than an inch.

Last evening's exhibition shows that "Sky" is up to the mark in every point of the game. His foot work is perfect, his speed great, his ability to take punishment surprising, and his punches terrific. There seems no doubt that matched against an equally hard opponent as Bux, the fight should create history in the annals of local boxing.

MUST HAVE BEEN DRUGGED.

When a European ship's officer named J. P. Roberts was charged with being drunk and incapable in Lung Fat Lane, Wanchai, last night, he admitted he had had some liquor, but not sufficient to make him incapable. He was convinced he must have been drugged. Inspector Kent said the defendant was found lying near the drain and removed to the station. A fine of \$5 was imposed.

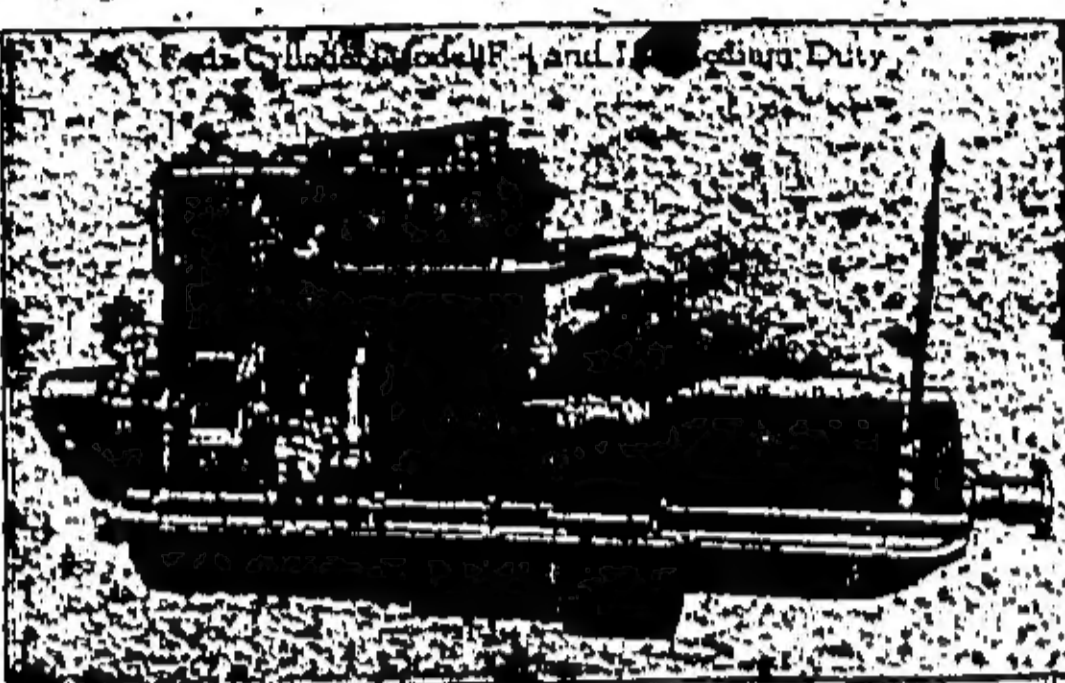
NOTICES.

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ROGUES CONVICT EACH OTHER

Ten Chinese were this morning charged before Mr. Irving with (1) theft of a quantity of drapery valued at \$130.50; and (2) receiving stolen property valued at \$25.25. They pleaded not guilty.

Inspector Kent said he would like a remand in order to make further enquiries with a view to recovering some of the most valuable property. The facts of the case are that on Saturday night, or early Sunday morning, some person or persons entered the 1st floor of No. 92 Praya East through the back window, by climbing the drain pipe and stole a large quantity of cloth, shoe laces, hair pins, ribbons, embroidery, and a silver watch, the property of a travelling draper, who had just received a new consignment of goods and had opened the cases on Saturday. On Sunday morning, he missed the goods. On Monday, acting on information received, Sergt. Cockle went to No. 11, Wanchai Road, 2nd floor, and on the strength of a warrant, searched the place and found some of the stolen property. The first nine defendants who were on the premises at the time were arrested. No. 10 was arrested at No. 34 Wanchai Road where some boot laces and ribbons were found. At the station, the defendants blamed each other and volunteered the statement that some of the goods were sold at Yau-mat.

When the defendants were told that the case would be remanded for a week, in order that further enquiries might be made, some of them said there was no need to make more enquiries, as they saw Nos. 8 & 9 bring the things to the flat. The case was remanded.

MOTOR BANDITS HANGED TO-DAY.

The three motor bandits who were convicted of murder and sentenced to death, were hanged in the Victoria Jail this morning. An inquest was held later, and the usual verdict returned.

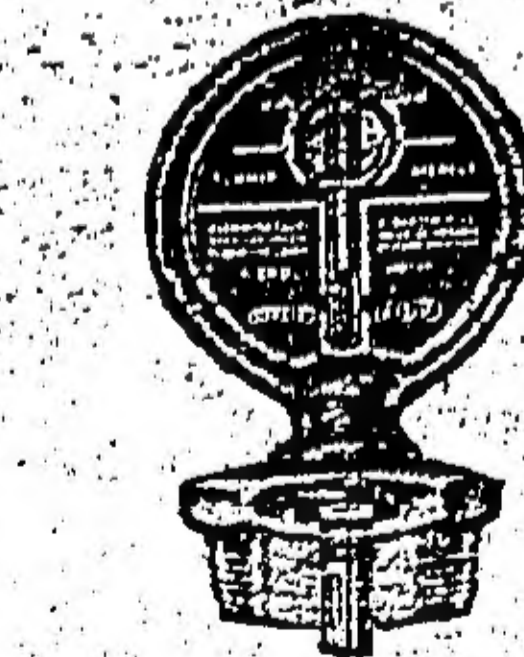
A CADDIE WITH A CLEAR CONSCIENCE.

The K. C. C. golf caddie who yesterday offered to chop off the head of a cock, as proof of his innocence of the theft of some golf balls belonging to the Club, was this morning discharged by Mr. Irving on the ground of insufficient evidence.

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POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAIL.

WEDNESDAY, March 3.
Straits—Per RANGGOON MARU.
Straits—Per WAKAMATSU MARU.
FRIDAY, March 5.
Shanghai—Per ATSUOTA MARU.
Straits—Per JAPAN.
Shanghai—Per RHANTUNG.
Straits—Per TOKOHAMA MARU.
MONDAY, March 8.
Bombay—Per NICHIO MARU.
THURSDAY, March 11.
Straits—Per WAKASA MARU.
SUNDAY, March 14.
Straits—Per HEIMBI MARU.

OUTWARD MAIL.

WEDNESDAY, March 3.
Swatow, Shanghai and North China—Per KWONGSANG, 5 p.m.
Philippine Islands—Per CAPE MAY, 5 p.m.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via YANCOUVER, B.C.—Per AFRICA MARU. Registration 5.30 p.m. Letters 3 p.m.
Macao—Per CHUENCHOW, 4.15 p.m.
Shanghai and North China—Per DONER, 5 p.m.
Tientsin—Per TIGER, 5 p.m.
Peking and Shanghai—Per KAIPIING, 5 p.m.
Haiphong—Per CHONGVA, 5 p.m.
THURSDAY, March 4.
Fort Bayard—Per SHUNSHING, 8 a.m.
Macao—Per SUI TAI, 8.15 a.m.
Shanghai and North China—Per SINGAI, 8.15 a.m.
Saigon, Bangkok and Straits—Per SHISEN MARU, 11 a.m.
Macao—Per CHUENCHOW, 4.15 p.m.
FRIDAY, March 5.
Macao—Per SUI TAI, 8.15 a.m.
Swatow, Amoy and Foochow—Per HATHONG, Noon.
Philippine Islands—Per LOONGSANG, 2 p.m.
Macao—Per CHUENCHOW, 4.15 p.m.
SATURDAY, March 6.
Saigon—Per TIGER, 1 p.m.
Macao—Per SUI TAI, 1.15 p.m.
Shanghai, North China—Per CHENAN, 3 p.m.
Macao—Per CHUENCHOW, 4.15 p.m.
SUNDAY, March 7.
Macao—Per SUI TAI, 8.15 a.m.
Swatow, Amoy and Foochow via Kelung—Per KAIJO MARU, 9 a.m.
MONDAY, March 8.
Straits—Bangkok, Ceylon, Mauritius, India, Madras, Aden, and EUROPE via Diagonkhedi, Egypt and EUROPE via MANHILLERS—Per KANMIR, Registration 8 a.m. Monday, 8th Letters 8.30 a.m.
The Parcel Mail will be closed on Saturday, March 6th at 5 p.m.

Jaya and Port Moresby via Batavia—TJIKINI, 11 a.m.

TUESDAY, March 9.
Swatow and Bangkok—Per CHANG-CHOW, 9 a.m.

Swatow, Amoy and Foochow—Per HATHONG, Noon.

Amoy, Shanghai and North China—SUIYANG, 3 p.m.

THURSDAY, March 11.
Shanghai—Per North China—Per SONNING, 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO—Per TENYO MARU. Registration 9.15 a.m. Letters 10.00 a.m.

SATURDAY, March 13.
Japan via Moji, Honolulu and San Francisco—Per ANYO MARU, 11 a.m.

ARRIVALS.

March 3.

The s.s. HATHONG, Brit., 1,370 tons, from Swatow, Capt. Passmore, D. L. & Co., Wharf.

The s.s. CADABETTA, Amer., 1,631 tons, from Saigon, Capt. Walton, Dollar & Co., 143.

The s.s. TAISUN, CHL., 1,913 tons, from Shanghai, Capt. Halkett, O. M. S. N. Co., 637.

The s.s. CHENAN, Brit., 1,365 tons, from Shanghai and Swatow, Capt. H. E. Laver, B. & Swire C.O.

The s.s. HAICHOW, CHL., 745 tons, from Wuhu, Capt. Hudson, Kwong Hing C.O.

CLEARANCES.

March 3.

The s.s. KAIPIING, (Fr.), cleared to-day and will sail for Haiphong via Peking at 7 a.m. to-morrow.

The s.s. YUEN SHANG, (CHL.), cleared to-day and will sail for Swatow at 6 a.m. to-morrow.

The s.s. SINKIANG, (Brit.), cleared to-day and will sail for Shanghai at noon to-morrow.

The s.s. CHUNG HING, (CHL.), cleared to-day and will sail for Haiphong via Hothow at 6 a.m. to-morrow.

The s.s. LUN EHA, (Brit.), cleared to-day and will sail for Shanghai at 7 a.m. to-morrow.

DEPARTURES.

March 3.

The s.s. HABATA MARU, (Jap.), Capt. Tada, Agents N.Y.K., left for Rio de Janeiro to-day.

The s.s. OYUNO MARU, (Jap.), Capt. Yamamoto, Agents N.Y.K., left for Cebu via Singapore to-day.

The s.s. CHUNGA MARU, (Jap.), Capt. Yamamoto, Agents O.S.K., left for Tacoma via Shanghai to-day.

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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. PELEUS, due here Mar. 4 from Europe and sails for Tientsin, Shanghai and Japan, Mar. 5.

The s.s. LAYCAON, due here Mar. 5 from Europe and sails for Shanghai and Japan, Mar. 6.

The s.s. MENTOR, due here Mar. 15 from Europe and sails for Shanghai and Japan, Mar. 16.

The s.s. KEEMUN, due here Mar. 30 from Europe and sails for Tientsin and Japan, Mar. 31.

The s.s. RHESUS, due here April 1 from Europe and sails for Shanghai and Japan, April 2.

The s.s. TELEMACHUS, due here April 5 from Europe and sails for Shanghai and Japan, April 6.

FROM AMERICA.

The s.s. TYNDAREUS, left Seattle Jan. 18 and is due here via Tientsin, Yokohama, Kobe and Manila Feb. 18.

The s.s. LIXON, leaves Seattle Mar. 9 and is due here via Tientsin, Yokohama, Kobe and Manila April 14.

FROM MANILA.

The s.s. TYNDAREUS, leaves Manila Feb. 29 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.

The s.s. HYSON, leaves Yokohama Feb. 18 and is due here Mar. 15, sailing for London via Singapore Mar. 16.

The s.s. LYCAON, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai April 12, sailing for London via Singapore April 17.

The s.s. MENTOR, leaves Yokohama Apr. 10 and is due here via Kobe and Shanghai Apr. 25, sailing for London via Singapore April 27.

The s.s. RHESUS, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10, sailing for London May 11.

The s.s. CYCLOPS, leaves Yokohama Mar. 8 and is due here via Kobe Mar. 23, sailing for Liverpool via Singapore Mar. 24.

The s.s. KNIGHT COMPANION, leaves Yokohama Mar. 19 and is due here via Kobe Mar. 27, sailing for Liverpool via Singapore Mar. 28.

The s.s. TITAN, leaves Yokohama Mar. 21 and is due here April 5, sailing for Liverpool via Singapore Apr. 6.

The s.s. PELEUS, leaves Yokohama Apr. 1 and is due here via Shanghai Apr. 16, sailing for Liverpool via Singapore Apr. 17.

FROM SHANGHAI.

The s.s. EURYPIUS, leaves Shanghai Mar. 25 and is due here Mar. 29, sailing for London via Singapore Mar. 30.

The s.s. ORESTES, leaves Shanghai Feb. 1 and is due here Feb. 4, sailing for Liverpool via Singapore Feb. 5.

The s.s. DANIA, leaves Shanghai Feb. 12 and is due here Feb. 15, sailing for Liverpool via Singapore Feb. 16.

The s.s. HECTOR, leaves Shanghai Mar. 18 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. Taian Maru (Calcutta Line) left Singapore for this port on the 24th Feb. and is expected here on the 3rd March.

The N.Y.K. s.s. Wakamatsu Maru (Bombay Line) left Singapore for this port on the 24th Feb. and is expected here on the 3rd March.

The N.Y.K. s.s. Sakai Maru (Bombay Line) left Singapore for this port on the 24th Feb. and is expected here on the 3rd March.

The C.E.P.S. Co's R.M.S. Empress of Asia arrived Yokohama on March 2nd and left March 3rd due at Kobe on March 4th.

The P. & O.E.L. & A.L. s.s. Japan left Singapore for this port on the 28th ultimo at a.m. and is due here on the 15th instant at about a.m.

The N.Y.K. s.s. Arata Maru (European Line) left Shanghai for this port on the 2nd March and is expected here on the 5th March.

The N.Y.K. s.s. Yokohama Maru (European Line) left Shanghai for this port on the 2nd March and is expected here on the 5th March.

The American and Manchuria Line's s.s. Swazi from New York sailed from Cebu on 1st instant and is due to arrive here on the 6th instant at 3 p.m.

The N.Y.K. s.s. Shinyu Maru (Bombay Line) left Bombay for this port direct on the 16th February and is expected here on the 6th March.

The N.Y.K. s.s. Nishio Maru (Bombay Line) left Bombay for this port direct on the 17th Feb., and is expected here on the 8th March.

The N.Y.K. s.s. Wakasa Maru (European Line) left London for this port via Suez on the 14th Feb. and is expected here on the 20th Jan. and is expected here on the 11th March.

The N.Y.K. s.s. Heine Maru (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 23rd Feb. and is expected here on the 14th March.

The N.Y.K. s.s. Tamba Maru (European Line) left London for this port via Suez on the 14th Feb. and is expected here on the 24th March. (20)

The N.Y.K. s.s. Topyo Maru (European Line) left London for this port via Suez on the 25th Feb., and is expected here on the 7th April.